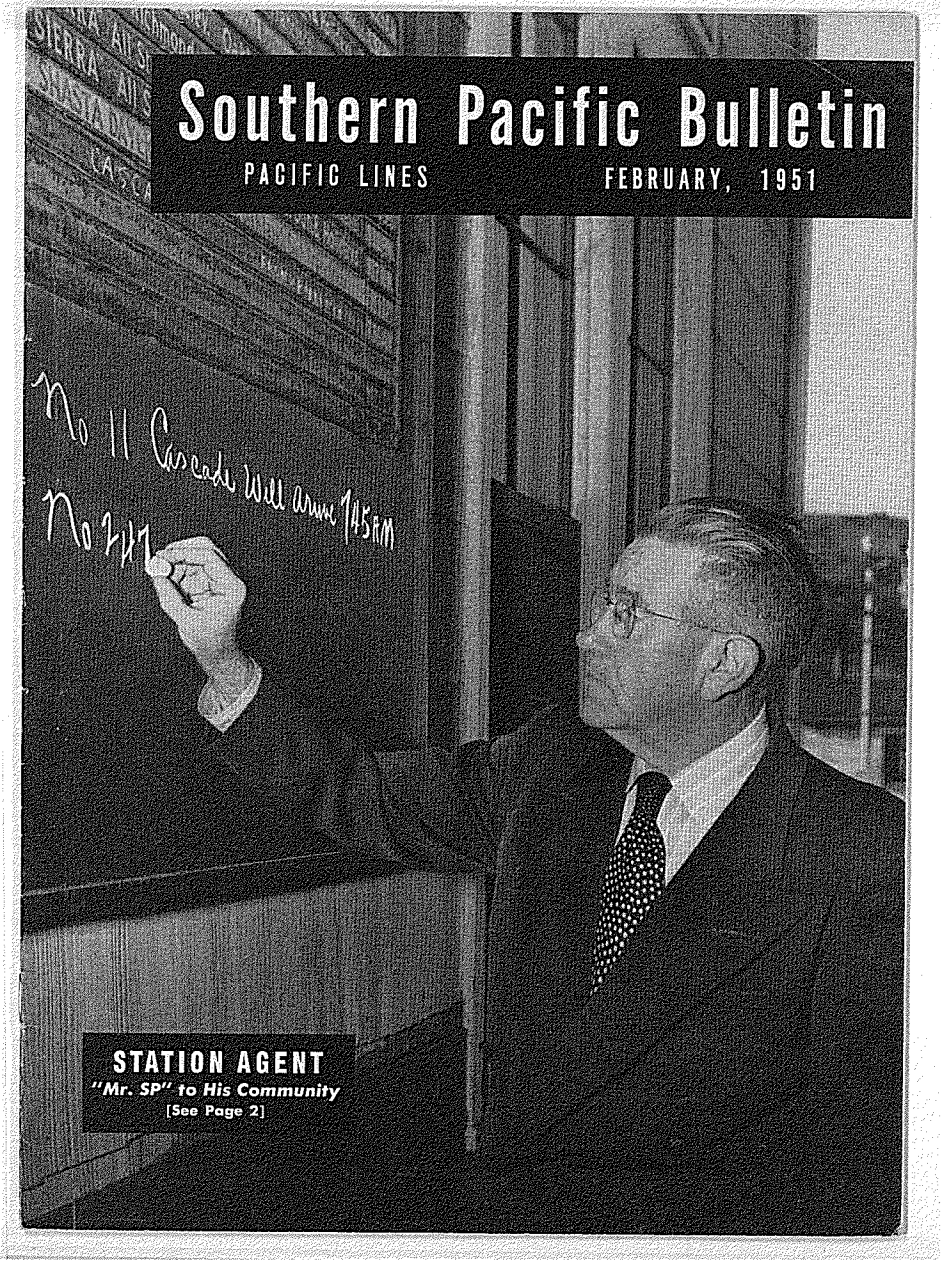
Southern Pacific Bulletin

PACIFIC LINES FEBRUARY, 1951



STATION AGENT

"Mr. SP" to His Community

[See Page 2]

"MR. SP" TO HIS COMMUNITY

Station Agents Play an Important Part in Our Railroad's Program to Maintain Good Customer Relations

SOUTHERN PACIFIC station agents, local representatives of one of America's greatest railroads, are "Mr. SP" to their communities. Friend of the traveler, aide to the shipper, the station agent is on familiar terms with public officials and takes an active interest in the life of his city. In most cases he's thought of as the hometown representative of a big railroad.

In smaller cities the station agent is spokesman for the company. He passes along official information on railroad matters that affect his locality. In addition to such services, station agents perform a vital function in maintaining public and business relationships for the company on a local level.

Ed Bryan, station agent at Martinez, is typical of the fine men serving Southern Pacific in this capacity. In pictures on this page we follow Bryan as he performs duties that make SP a valued member of every community along its lines.



A station agent handles a lot of paper work. Bryan spends his morning hours at his desk checking reports and answering correspondence. Martinez is a busy station with scores of freight and passenger trains passing through daily.



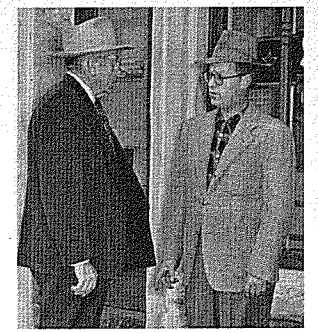
Many station agents spend part of their day at the ticket counter. Here Bryan takes care of the travel needs of PFC Stephen Petrus and wife Jean.



Winning a Good Housekeeping Award is enough to make any station agent proud. Bryan has also framed the Safety Certificate won by his station force. Station agents know that being safety-minded and taking pains to see that station and grounds are clean at all times are assets to doing a good job.



Like most station agents Bryan is proud of his staff, and he's sure there are no better people anywhere on line than: Front row, l-r: J. P. Fernandez, teleg-clerk; Minnie A. Mathias, janitress; Mildred E. Bergquist, frt. clerk; B. K. Harris, rate clerk; E. A. Felton, chief clerk. Back row: H. Gustafson, ticket clerk; L. Ficklin, baggageman; W. McGarvey, demurrage clerk; A. Garrett, warehouseman.



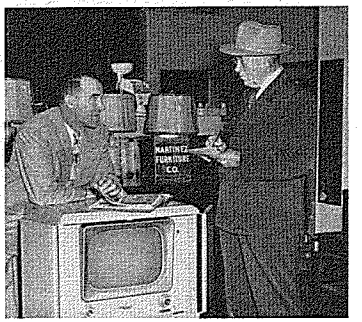
A station agent makes certain that community leaders are kept up to date on railroad matters that affect their communities. Ed Bryan and Mayor Fries of Martinez pause outside the Mayor's cleaning establishment for a chat.



Public Relations is a local responsibility of station agents. Ed Bryan keeps in touch with William R. Sharkey, Contra Costa "Gazette" publisher, to pass along news about Southern Pacific.



Secretary of the Martinez Chamber of Commerce, Claude Greerty, tells Bryan he appreciates SP. "The railroad is the best advertising we've got," he says. "It brings nine million people through the city every year." Bryan is a member of the CofC.

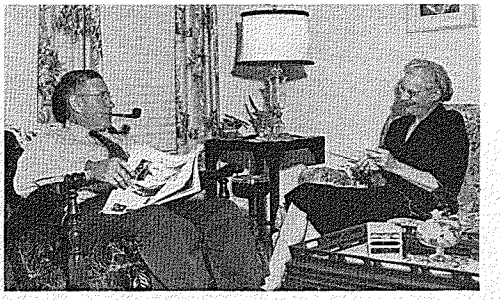


Station agents frequently visit local business houses to solicit freight business. John Badell, part owner of the Martinez Furniture Company, says that Ed Bryan is the main reason he has most of his shipments come by Southern Pacific.

BEING WELL KNOWN IS KEY TO SUCCESS

LIKE most station agents, Ed Bryan has been with SP a great many years. Starting as a warehouseman, he has worked in 28 stations on the Western Division during his 41 years of service. During his 13 years at Martinez he has become known to most of the 8,215 residents of that city. When the *Bulletin* asked him how he went about getting acquainted Bryan replied, "By giving good service to both the traveler and shipper it isn't difficult to become well liked in a community. And, as the representative of what frequently is the largest industry in the community, the railroad agent has lots of opportunities to take an active part in civic programs."

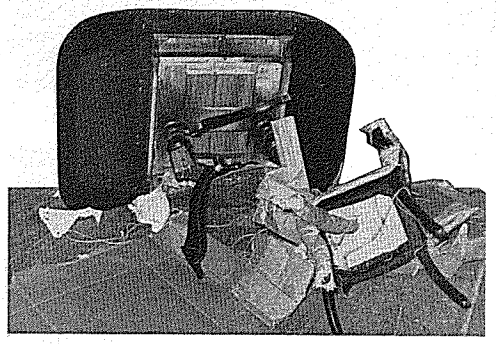
After his day of work Station Agent Bryan relaxes with a magazine at home. Mrs. Bryan worked in the station for her husband during the war and still helps out occasionally when she's needed. The Bryans own their home in Martinez and spend a lot of time in their garden. Ed raises berries and Mrs. Bryan has a large rose garden.



NUDGE 'EM SLOWLY AND GENTLY!

Careful Car Handling Is Just a Matter of Observing Some Simple, Common-Sense Rules

HOW would you feel if you had been awaiting the delivery of this dining set as a birthday, anniversary, or Christmas present for someone in your family? Not very happy, probably. Everyone who receives merchandise has the same animosity toward the carrier who



delivers a damaged shipment, whether it is a manufacturer who has been awaiting machinery to place in his production line, or the housewife awaiting a new refrigerator or stove for her kitchen.

The final bill for rough handling covers more than the monetary value of the merchandise. It includes strained relations with the consumer, the retail merchant and the manufacturer who originally made the shipment.

Also included is the cost of repairing our own equipment damaged by improper handling. Approximately 20% of all repairs and replacements on freight cars are chargeable to that one factor. This not only results in less money for other tools, but in loss of availability of equipment and further unhappiness among our customers when we cannot furnish the equipment needed for loading.

Under the present emergency both equipment and many lines of merchandise are going to become increasingly short in supply, and good customer relations will be increasingly difficult to maintain unless the utmost care is taken at all times in handling shipments.

Rough handling can and must be eliminated. The answer:

Keep coupling speeds at 4 miles per hour or less.

Crews performing switching operations must work as a team. Signals must be given clearly and properly and must be acted upon promptly. A keen judgment of speed is necessary and can be developed.

A car moving at 4 miles per hour is moving at a good fast walk. However, speed can be measured even more closely. Watch a 40 ft. car passing a switch stand, pole or other similar stationary object. When the leading end of the car passes that object start counting the seconds in this manner: one hundred and one, one hundred and two, etc., until the trailing end of the car passes. If the car passes in less than 7 seconds it is moving in excess of 4 miles per hour.

The units of destructive force exerted by a moving car rise very rapidly as the speed increases, due to the fact that destructive force equals the square of the speed. For example, a car moving at 4 miles per hour exerts 16 units of destructive force at the time a coupling is made, but a car moving at 8 miles per hour exerts 64 units of destructive force at the time of coupling.

Keep Coupling Speeds at 4 Miles Per hour or Less. ***"Don't be to Blame for a Claim!"***



M. D. HARRINGTON

Agent Writes Winning Claim Prevention Slogan

"DON'T BE TO BLAME FOR A CLAIM!" is the Loss and Damage Prevention Slogan for 1951. After much deliberation the judges selected this prize winner by M. D. Harrington, agent at Richmond, from scores of entries from all over the system.

The judges picked the slogan for its conciseness and impact. "'Don't Be To Blame For A Claim!' is a short reminder to everyone on the railroad, whether his work deals with freight handling or not, to be on the alert to prevent any type of damage," Len Mayrisch, manager, FPM&SS, and head of the judging panel, said when announcing the winner.

Many of the slogans submitted followed the rhyming scheme of those selected in previous years. "Let's All Pull Together in '51, Put Loss & Damage on the Run" was a runner-up composed by Ben F. Hartley, claim clerk, Yuma. Norman Pastorine, PMT driver, Reno, used the '51 theme also with his "Achieve Our Goal (it can be done!), Stop Loss & Damage in '51."

Another one of the better slogans was submitted by Berton L. Krill, stevedore, LA Freight Station. He offered, "Protect the Freight that People Send, Like You were on the Receiving End."

Jack D. Collins, yardman, Tucumcari, could have set his fine entry to music. It goes:

Of damage claims we've had enough.
Let's quit being so doggoned rough.
We all agree that it can be done,
So let's make it our goal for '51.

Harrington, the winner, has been with SP for 43 years. He started as a messenger at Oakland Pier and later became station clerk, telegrapher, and in 1913 station agent at Altmont. After working at several Western Division agencies, he went to Richmond in April, 1949.

Harrington is freight-claim-prevention minded. "I have a good station force," he says, "and they're 100 per cent behind the campaign of the Freight Protection, Merchandise and Station Service to cut claims. We're getting results, too."

Many more of the better slogans submitted will appear in future issues of the *Bulletin*.

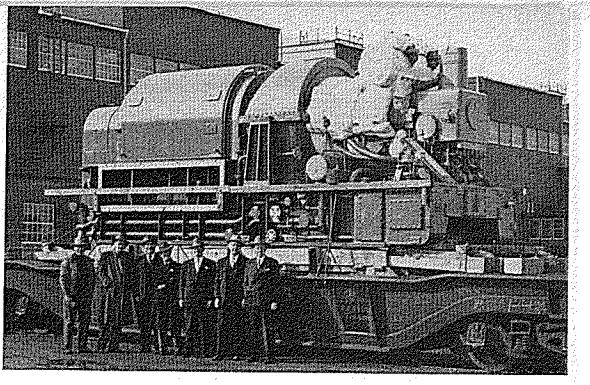
"Sunset Pink" New Fashion Color Rage

THOUSANDS of Americans who read *Harper's Bazaar* and who patronized the Nation's leading fashion stores the past month might have thought they were looking at the world through rose-colored glasses.

Actually, it was a great splash of "Sunset Pink," sensational new tone inspired by the interior color scheme of our streamlined *Sunset Limited* lounge cars.

Promoted jointly by *Harper's*, which devoted practically an entire issue to it, SP and the Budd Co., which built the cars, "Sunset Pink" has captured the fancy of American shoppers. When window displays of the women's fashions shown in the magazine were placed in leading stores in 66 U. S. cities, it was reported that some stores had a sellout of "Sunset Pink" merchandise the same days the displays went in.

Windup to the introduction was a series of fashion shows through the Southwest by five lovely Powers models who traveled on the *Sunset Ltd.*



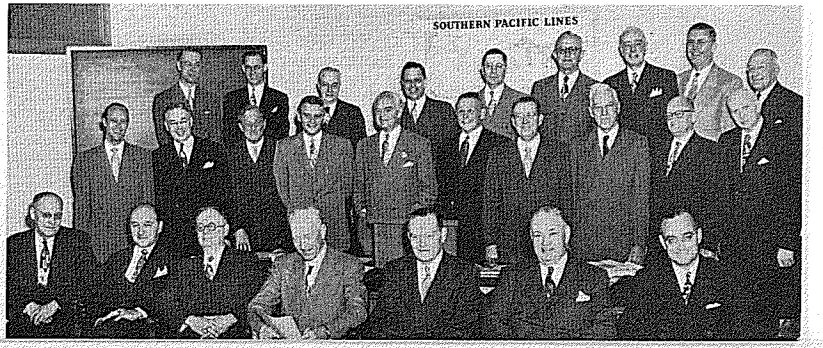
RECORD SIZE SHIPMENT: A 157,000-pound "packaged" power plant, mounted as a single unit on a special low-bed flat car, rolled out of the Westinghouse Electric Corporation plant in Sunnyvale Jan. 19, bound for Georgia by way of SP.

It was the largest and heaviest assembly of electrical apparatus ever shipped in one piece from the Sunnyvale plant, and it is believed to be the largest single piece of equipment ever shipped east by Southern Pacific. Mounted on heavy cribbing designed to bear its immense weight and minimize the possibility of shifting or twisting during the journey, the 31-foot-long power-making unit stands almost 18 feet high on the car.

The first four men in the accompanying picture of the huge unit made sure it was loaded properly. They are: (l-r) Nick Toscano, load inspector, San Jose; F. D. Crossett, car foreman, San Jose; J. M. Holt, general master car repairer; R. C. Macomber, assistant supervisor, Freight Protection.

The next three men in the picture were responsible for arranging for the big power plant to be carried most of the way to Georgia by SP. They are L. S. Moore, traveling freight agent, San Jose DFO; J. T. McCann, district freight agent, San Jose; T. I. Atwood, local agent, Sunnyvale.

"FAMILY MEETING" of top officers of Passenger Traffic Dept. was held in San Francisco, Jan. 23-24, to discuss solicitation of and giving service to customers in 1951. Following greeting by Claude E. Peterson, vice pres., system pass. traffic, the group met in conference conducted by J. M. Vonau, Jr., asst. to vice pres. Present were (front, l-r) E. O. Lewis, asst. gen. baggage agt.; H. E. Mogler, asst. chief rate clerk; J. H. Desberow, PTM, NY; J. E. Bledsoe, GPA, El Paso; C. G. Sheffield, gen. baggage agt.; J. H. Gridley, mgr., Dining Car Dept.; J. W. Murphy, secty. to VP, SPT; (2nd row) P. V. Anderson, spcl. asst.; L. C. Ioas, PTM, Chicago; F. Q. Tredway, gen. adv. mgr.; B. S. Quayle, spcl. asst.; C. E. Peterson; J. M. Vonau, Jr.; R. M. Gilmore, asst. to VP, SPT; E. F. Philbrick, spcl. asst.; G. B. Hanson, PTM, LA; H. H. Gray, PTM, Houston; (3rd row) H. M. Shreve, chief clerk, Advertising; L. G. Crocket, chief clerk, Pass. Traffic Dept.; A. C. Ziegan, GPA, New Orleans; T. L. Chess, GPA, SF Territory; F. E. Watson, GPA, Cent. Dist.; L. H. Trimble, GPA, Phoenix; W. J. Quinn, office mgr., Pass. Traffic; J. H. Pruett, Jr., GPA, Portland; L. R. Armstrong, supt., Pullman Co.





W. R. BIRT A. E. DeMATTEI

DeMattei Succeeds Birt As Sup't of Telegraph

RETIREMENT of W. R. Birt as superintendent of telegraph after more than half a century of service was announced February 1. A. E. DeMattei, asst. supt. of telegraph, was named his successor. G. E. Moss shares the title of asst. supt. of telegraph with W. J. Garrison.

Birt started with SP as a telegrapher in the dispatcher's office at Sacramento in July, 1900, after five years' previous telegraph experience. He was promoted to dispatcher in 1904 and served on Sacramento and Salt Lake divisions before he returned to San Francisco in 1905 as wire chief of the Telegraph Dept. He advanced as telegraph and telephone engineer and in 1924 was named assistant superintendent of telegraph. He became superintendent in 1950.

DeMattei has been with SP since 1909, starting as an office boy in the General Storekeeper's Office in San Francisco. He advanced through clerical positions to become chief clerk to supt. of telegraph in 1923 and assistant to supt. in 1937. He had been assistant supt. of telegraph since 1943.

Moss started in 1937 as a printer clerk on Coast Division. He advanced to traveling wire chief in 1948 and the following year became assistant electrical engineer, the position he held at the time of his appointment to assistant superintendent of telegraph.

Losses Force SD&AE to Quit Passenger Service

UNDER authority granted by the Public Utilities Commission of California, through passenger train service over the San Diego and Arizona Eastern Railway Co. between San Diego and Calexico was discontinued Jan. 12.

Freight service over the line, a wholly owned subsidiary of the Southern Pacific Company, will not be affected.

The Utilities Commission ruled that abandonment of passenger service was justified, citing an annual loss of $439,000 by the company in passenger operations.

Dave Ayers Retires; Leo Lyons Moves Up



D. T. AYERS L. J. LYONS

DAVID T. AYERS, veteran superintendent of freight car service, Transportation Dept., and widely known among railroad shippers throughout the West, retired February 1 after more than a half century of railroading. Leo J. Lyons, assistant superintendent of freight car service, succeeds him.

Ayers started railroading in 1899 as an office boy in the Galveston, Houston & Henderson Railroad at Galveston. He held various clerical positions with other Texas railroads before joining Southern Pacific as a clerk at Bakersfield in 1911. Two years later he moved to the General Office, where he advanced through operating positions to freight car service agent in 1924, and to his last position in 1941.

Lyons started in 1917 as a messenger in the Telegraph Dept. at San Francisco. The following year he transferred to the General Manager's Office, holding various clerical positions until 1925, when he went to the Assistant General Manager's Office in Sacramento as personal record clerk. He returned to San Francisco in 1925, holding clerical positions until 1943, when he went to Chicago to become supervisor of labor-employment. The following year he was made eastern car service agent, headquarters Chicago, and in 1949 returned to San Francisco as assistant superintendent of freight car service.



W. F. McGOWAN V. L. ARENTH M. T. AUSTIN C. E. WARD

PROMOTIONS FOR FREIGHT TRAFFIC MEN

ADVANCEMENT of five more men in Freight Traffic Department, resulting from promotions of D. J. McCanney and others shown in the Jan. *Bulletin*, were announced after that issue had gone to press. They are: W. F. McGowan, to asst. freight traffic manager, Central District, headquarters SF; V. L. Arenth, to general freight agent, Los Angeles, succeeding McGowan; M. T. Austin, to foreign freight agent, San Francisco, succeeding Arenth; C. E. Ward, to assistant genl. freight agent, NWP, headquarters San Francisco, succeeding Austin, and W. H. Schulze, to assistant industrial agent, succeeding Ward.

McGowan started with SP in 1920 as an office boy in the General Freight Office in Los Angeles, where he subsequently held many positions before becoming general freight agent in August, 1948.

Arenth started in 1927 as a stenographer in General Freight Dept. in San Francisco. He held various positions in that department in San Francisco, Los Angeles and Long Beach, returning to SF as asst. foreign freight agent in 1946 and foreign freight agent in 1947.

Austin started in the Operating Dept. in Stockton in 1926. He transferred to the Freight Traffic Dept. in 1930, filling various jobs at Merced, Modesto, Butte and Oakland before being named chief clerk in SF District Freight Office in 1947. The following year he became assistant genl. freight agent for Northwestern Pacific.

Ward began his career in the General Freight Dept. in 1936, holding secretarial positions before being made city freight agent, SF; and traveling freight agent, San Jose, and later Salinas. In 1946 he was named chief of the solicitation bureau in SF and in 1948 assistant industrial agent.

Schulze entered service in 1925 as file clerk in Freight Traffic Dept. After holding various positions he was made head clerk in the rate bureau and since 1948 had been chief clerk in the Industrial Dept.

1950 SAFETY WINNERS NAMED

WINNERS of the President's Annual Safety Awards for 1950 were announced by the Safety Department as the *Bulletin* went to press. The first place winners in the seven award classifications are as follows:

General Shops . . .	Los Angeles
Divisions	Rio Grande
Transportation	Rio Grande
MP&C Dept.	Los Angeles
MofW Dept	San Joaquin
Dining Car Dept. . . .	Los Angeles
Stores Dept.	West Oakland

The Best of All Units Award (between Divisions, Shops, Stores, Dining Car, and Telegraph) goes to the Telegraph Department, for having had a clear ICC reportable injury record for all of 1950.

The President's Safety Awards have been distributed annually for 10 years. Each winning group will receive a large inscribed plaque, to be presented during February.

In the next *Bulletin* complete standings on ICC reportable injuries among the various groups will be given.



ON SAFETY PROGRAM at Los Angeles when special meeting and Christmas Festival was held were S. E. Thistle (left), yardman and local chairman of BRT, and Jimmie Lafranchi, asst. div. chairman, Brotherhood of Ry. Clerks. Thistle was chairman and Lafranchi master of ceremonies of the splendid program, attended by 1300 persons. Sponsored by the 30 Labor organizations in the LA area, it was a combined meeting of all departments—LA Division, Freight Traffic, Passenger Traffic, General Shops and Stores. Entertainment consisted of employe talent, including the Pacific Electric Glee Club.

Why Those Station Numbers Were Changed

IF YOUR work is connected in any way with station agencies, maybe you've wondered at the change in station numbers which recently took place. Here's why: It's because of a new method of maintaining freight car records and related statistics through the use of International Business Machines.

Previously, station agencies were numbered according to the distance from San Francisco to the mile post nearest the station. Letters were also included in the designation. The new station designations will show the exact distance of the station from the nearest main junction point according to the branch, and will consist only of figures. This is necessary since the recording machine cards are organized to handle only five figures with no letters. The old station listings ran up to seven figures and included letters.

For example: Nogales Station, under the old system, was listed as BAN 1049. Now it is recorded as 6766.

The IBM system of recording information will involve punching of 1,200,000 cards monthly. However, with the station designations held to five figures, only half of each card need be used each month, resulting in a large saving in materials.

The new recording system will soon be tested on Northwestern Pacific lines. When all the "bugs" have been ironed out it will be put into operation over Pacific Lines, probably about June 1. The station numbers have been changed now so that when the system is instituted on Pacific Lines, it can operate efficiently right from the start.

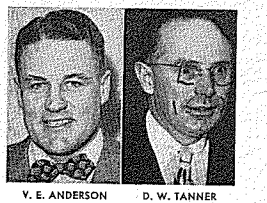
"Big Six" Stations Set Safety Record

BIG Six Stations—Portland, Los Angeles, San Francisco, Sacramento, Oakland and Oakland Pier—had only eight reportable injuries in 1950 with nearly five million man hours of work for a total ratio of under 1.7. LA Freight, with over a million man hours, chalked up a zero as did Portland, where nearly 400,000 man hours were worked. These Big Six folks really are on the beam!

The over-all record represents a reduction of about 50 per cent from 1949 and is the result of consistent Safety programs carried out independently at each station.

"Officers and foremen," says Safety Supervisor Phil Healy, "are without exception keenly interested in the welfare of their men, and employe committees are active in aiding the good work."

Even the children take active part in SP Safety programs at Carrizozo. When the last one was held there, Safety Supervisor W. P. Roach offered an award to the school kids for the best Safety poster. The response was heavy and showed that safety-mindedness starts early.



V. E. ANDERSON D. W. TANNER

Anderson Named Sup't Transportation

APPOINTMENT of V. E. Anderson to superintendent of transportation for Pacific Lines with headquarters in San Francisco was announced last month. His former position of assistant superintendent, Salt Lake Division, has been filled by D. W. Tanner.

Anderson started with SP 21 years ago as a crew caller on Western Division in Oakland. Advancing as a yardman, engine foreman and yardmaster, he became assistant trainmaster in 1943. Then he went to Tucson Division as trainmaster and later became terminal superintendent. He had been assistant superintendent of Salt Lake Division for the past three years.

Tanner started in 1920 as a student brakeman on Salt Lake Division, later became conductor, assistant trainmaster and, since 1942, has been trainmaster.

Booklet Tells How Trucks Ruin Roads

"THE Highwaymen Come Riding" is the title of a booklet published by the California Railroad Association, telling how overloaded trucks are breaking down our highways and bridges, how you're paying for it and what can be done to stop it.

Although humorously illustrated, the booklet presents a subject for serious meditation for every motorist, whether he works for the railroad or not.

If you'd like a copy, write to the California Railroad Association, 155 Sansome St., San Francisco 4. They have a limited supply.

Citation of Merit as a distinguished young American was awarded to Eddie Rader, nine-year-old lad who spotted a broken rail on San Joaquin Division (January *Bulletin*), by the Curtis Candy Company. Eddie is the grandson of Section Foreman Ed Galvan of Lancaster. The award was established to help encourage patriotic activities and meritorious deeds by children.



These youngsters are participating in the San Francisco Junior Achievement Program. Guided by members of the Accounting Department (L-R) G. R. Bones, chief clerk; C. C. Cather, special accountant; George Trabert, special accountant; A. J. Collins, chief clerk, (not pictured) the youngsters have formed a corporation and are manufacturing sets of blocks for use as children's toys.

SP ACCOUNTANTS TEACH BUSINESS TECHNIQUES TO JUNIOR ACHIEVERS

FOR the past few months, members of Southern Pacific's Accounting Department have been guiding three of San Francisco's newest manufacturing concerns.

The fact that SP accounting people are capable of giving high level advice to industry should come as no great surprise. However, the fact that the employes, board of directors and officers of the companies they advise are all teen-agers is something worthy of attention.

Believing that the best way to insure the survival of American free enterprise is to impress the younger generation with its advantages, hundreds of men like those in the SP Accounting Department have been meeting weekly with thousands of youngsters, participating in the national Junior Achievement Program. Established several years ago in the east by a group of business leaders, the program was inaugurated in San Francisco late last year.

The Junior Achievement Program is aimed at instilling in school children an appreciation of the American way of doing business. Teen-agers from public and parochial schools form groups of 15. Each group, guided by four adults (three regular, one alternate) decides upon a product that they can successfully manufacture and market. They elect a president and board of directors, assign duties, sell stock and go into production. Equipment and "factory" space is rented in a "business center" provided by the Junior Achievement Program, financed by subscriptions from local firms.

The three companies sponsored by SP and supervised by men in the Accounting Department are typical of groups all over the country. They are: "Peerless Products Company," manufacturers of a plastic phone attachment for a note pad; "Made-O-Wood Novelties Corp.," which makes wooden building blocks, and "Plastico Company," makers of plastic calendar holders. Each company sold stock to finance its operations.

From the money they make from the sale of their product the youngsters pay themselves wages. Once during the school year they hold a stockholders' meeting and declare dividends, if business has warranted it. In Junior Achievement companies the members serve simultaneously as directors, workers and stockholders. Each member of the company must purchase at least one share of stock and the remainder is sold to relatives, friends and neighbors.

Many of the leading industries of the country are backing the Junior Achievement Program. In the communities, labor, educational and civic groups are giving the benefit of their experience to the junior concerns.

"Plastico Company" is the name of this organization (below, left). The group makes plastic calendar holders under the guidance of Accounting Department people (l-r) B. R. Martinez, special accountant; John Johnston, special accountant; W. K. Smith, supervising accountant, and E. G. Suelflohn, chief clerk, (not pictured).



"Peerless Products Co." (right) makes a plastic phone attachment for a notepad. Accounting Department advisers include: (l-r) W. Obradovich, special accountant; D. C. Kouns, chief clerk; J. M. Lydon, special accountant; E. G. Schacht, traveling auditor (not pictured).



Two SP Men Killed In Korean Action

WORD has been received of the death in action of two former SP boys while serving with the US Army in Korea. They are Privates Gerald J. Fields, who was a student yardman at Los Angeles, and Julio Franco, former clerk in Auditor Freight Accounts Office, SF.

To their relatives goes the heartfelt sympathy of the entire SP family.

Railroaders Get Behind Bond Sales

INVESTING in Uncle Sam's Bonds by installment buying under the Payroll Saving Plan became a payday habit with hundreds of thousands of patriotic railroad workers during World War II. Following the war, some railroads discontinued the Plan, but most of them have reinstated it at the request of the Treasury Department. Southern Pacific has carried it continuously.

This brings to 332 the total number of railroads, subsidiaries and facilities now making the Payroll Saving Plan available to employes. They are part of the 21,000 American plants and industries using the Plan. Over 300,000 railroad workers are buying United States Savings Bonds at the rate of more than $5,000,000 worth each month.

Commenting on this rapid expansion of the Treasury's program in the railroad industry, Vernon L. Clark, National Director of the Savings Bonds Division, said: "Railroad managements and employes are to be complimented for this tangible evidence of their patriotism and keen interest in the affairs of our nation."

OPERATING RESULTS

FOR the year 1950, Railway Operating Revenues of Southern Pacific Transportation System amounted to $598,262,728, or $60,744,023 more than revenues for year 1949. Commencing in March a heavier movement of lumber and various other commodities offset the early year revenue decline resulting from adverse weather conditions. Beginning in midyear, the Korean war accelerated all business activity with gains in military traffic particularly evident.

During the same period, Railway Operating Expenses were $437,315,363, or $12,482,232 more than expenses for the same 1949 period.

Railway tax accruals, including $17,040,957 for unemployment insurance and Company's proportion of employe retirement taxes, totaled $76,776,264, or $23,717,620 more than such accruals for the same period of 1949. After deducting taxes and $23,657,679 of net rents for use of equipment and joint facilities, there was left Net Railway Operating Income of $60,513,422, or $20,002,516 more than Net Railway Operating Income for year 1949.

Out of Net Railway Operating Income and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges, before final Net Income is determined. For the year 1950, final result was a Net Income of $50,839,062. This was $20,359,416 more than the net earnings for year 1949.



Fred and Martha Jacob and to-be-adopted son Jimmy (story below).

LITTLE JIMMY FINDS YEAR-ROUND CHRISTMAS IN HOME OF SP COUPLE

By Howard Bailey

A THREE-WAY Christmas gift brought great happiness in Portland: Jimmy found a home, Fireman Fred Jacob and his wife, Martha, an extra clerk for SP, found a son, and the Southern Pacific Company welcomed a new member to their big family.

Little Jimmy, age 11½ years, whose last name will someday be Jacob, lay on a hospital bed in the polio ward of Good Samaritan Hospital. He had been there since September 7. Despite the presence of many other children, Jimmy was lonesome. His father was dead, and circumstances prevented his mother seeing him very often. Christmas was coming and other kids would have showers of gifts; some might be able to go home for the holidays. Jimmy didn't even have a home to go to. He wouldn't care if Christmas never came.

One day a nice lady walked into the ward. She smiled at all the children, but her biggest smile went to Jimmy. The nice lady was Martha Jacob, extra clerk for the Southern Pacific, wife of Fireman Fredric S. Jacob, and daughter of C. A. Robbins of the Commissary Department. Martha and "Fritz" had no children of their own, so Martha devoted much of her spare time visiting the hospital, helping the children make Christmas favors and otherwise brightening their long hours in bed.

Martha liked all the children, but she was especially drawn to Jimmy. When she sat by his bed telling him about the big locomotives on which her husband worked, his eyes grew wide with wonder and interest, for Jimmy was already an ardent railroad fan.

Finally Martha and "Fritz" called on a kindly judge, who made necessary arrangements for them to take Jimmy into their home for a year, with very good prospects for permanent adoption. Then came the happy news that Jimmy could leave the hospital December 23.

Santa Claus must keep an up-to-date address book, because he didn't have a bit of trouble finding Jimmy's new home, and left him many wonderful toys and a complete outfit of new clothes. The doctor says it is only a matter of time until Jimmy will be completely well, and he is already counting the years until he can become a student fireman and follow in the footsteps of his new daddy.

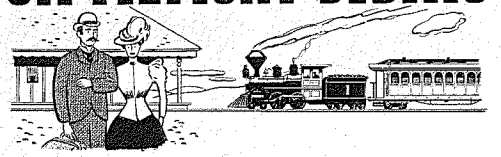
"Railroad Hour" Popularity Grows

THE "Railroad Hour," which is heard every Monday night over the National Broadcasting Company Network, keeps its old friends and makes new ones easily. Latest figures of the Nielsen Radio Index, the broadcasting industry's recognized program-rating service, reveal that during its second fall-winter season on the air, the Railroad Hour had an average of 15 per cent more homes in its audience than it had during its first fall-winter season. Moreover, the 1950 summer show had an average of 24 per cent more listening homes than the 1949 summer program had.

The increase in the show's audience is especially significant in view of the fact that eight other musical and five other institutional programs decreased in popularity over the same period of time. The increase was significant also because of the rapidly growing number of television sets in use.

The Nielsen Radio Index is compiled by the A. C. Nielsen Company of Chicago, and is the standard accepted by sponsors, advertising agencies and the public as the most accurate measure of a program's popularity.

ON MEMORY SIDING



WITH this issue the *Bulletin* begins a new column to be called "On Memory Siding." Under that title will be printed stories and pictures from *Bulletins* of years gone by. In addition, features and pictures submitted by you readers that have historic interest will be welcomed.

Since 1913 the *Bulletin* has chronicled the life of Southern Pacific. With the beginning of a new column featuring excerpts from past issues it might be appropriate to review the history of the magazine itself.

Like many industrial publications, our magazine had a humble beginning. One of the oldest employe publications on the Pacific Coast, it was started in November, 1913, not as the generously illustrated magazine it is today, but as a four-page leaflet. Edited by the Bureau of News, it contained short news items about services and improvements and was distributed to traffic employes, who were instructed to "File this in Book 2, Section 11 of the Tariff File." It was published on the 10th, 20th and 30th of each month.

So much interest was shown in the publication that circulation rapidly increased, as did the number of pages. Later it was published semi-monthly and was distributed to all employes. It grew to 24 pages but retained its original style, except that a few illustrations were added, until May, 1919, when it blossomed forth with its first cover picture—a reproduction of a Victory Liberty Loan poster.

Apparently this paved the way for a publication like you're reading now, for in the following month it came off the presses as a full-fledged monthly magazine, replete with scenic cover and a number of illustrations.

The *Bulletin* was one of the early magazines to join the American Railway Magazine Editors Association, the first industrial editors association in America, and with a circulation of over 56,000 it is the largest employe magazine in the West.

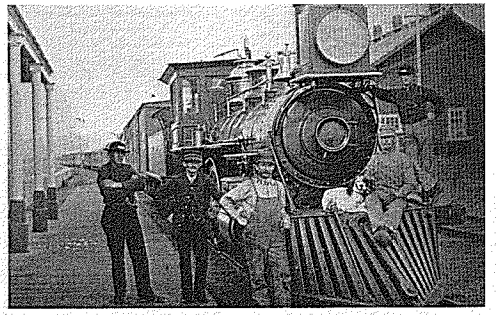
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From Nov. 1913, *Bulletin:*

WE MEAN THIS

Any agent who knows the identity of the train robber who has been operating around San Francisco lately will confer a favor by telling us his name, address and where he can be found when he is not at home. Also where he is going to work next. We know where he's been working.

This picture of a mixed emigrant-freight train was taken in Mill City, Nevada, in 1883. Crew of the train are (L. to R.): Ed. Doolittle, brakeman; Ike Cross, conductor; George Abbay, engineer; Johnnie Goldie, fireman, and Tom Hogan, brakeman. When the West and Southwest were first opened by the railroad, emigrants from all over the world poured into the region. Emigrant cars, such as the last four attached to this freight train, brought the pioneers into the new areas for extremely low fares.



September 15, 1915, *Bulletin:*

SALESMAN

W. O. Asher, agent at Wilbur, Ore., writes to the effect that a short time ago a foreigner came to the ticket window and wanted to buy a ticket from Wilbur to Oakland, Oregon. He also explained in the course of his conversation that he was going to Portland, and upon being asked why he did not buy a ticket to his destination, replied that he intended to go as far as Oakland and from there beat his way on a freight train. The agent then explained to him the danger of this practice, as well as the dishonesty in connection with it, and by working on his pride and also teaching him our principles in regard to "Safety First," he finally persuaded the man that it would be more manly and possibly cheaper in the long run to buy his ticket to Portland, which he did.

Other employes may profitably follow Agent Asher's example.

• • •

Dec. 31, 1913, *Bulletin:*

CONSCIENCE

Another contribution to the "conscience fund" of the Southern Pacific was received recently. Here is the wording of the letter: "Having allowed other people to use my commutation ticket occasionally within the last two years and not wishing your Company be a loser thereby, I am enclosing $5 which covers the fares for 25 trips from Oakland to San Francisco at the regular rates.

Yours truly,
A Commuter."

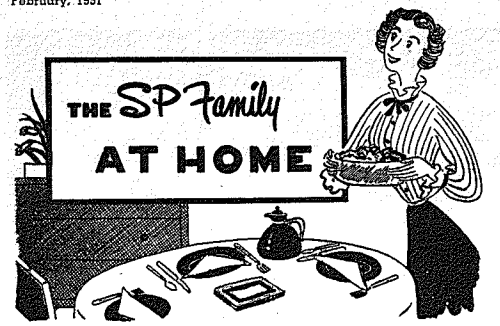
The letter was received a day or so before Christmas.

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Jan. 15, 1916, *Bulletin:*

FRIGHTFUL SPEED

From a clipping in an Eastern paper: "Someone has dug up the records of the Lancaster (Ohio) school board, back in 1828. In those records there is an account of a proposed debate as to whether railroads were practical or not. Permission was asked to hold the debate in the schoolhouse and the minutes of the school board meeting read as follows: 'You are welcome to use the school to debate all the proper questions in, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the word of God about them. If God had designed that His intelligent creatures should travel at the frightful speed of fifteen miles an hour by steam, He would have clearly foretold through His holy prophets. It is a device of Satan to lead immortal souls down to hell.'"



By **GENEVIEVE CALLAHAN and LOU RICHARDSON**

Nationally known food writers and consultants

YOU'VE noticed it, of course. How, all of a sudden, everyone is busier than ever. As our country pulls into shape for the emergency, every minute seems to count. First, then, let's count up some of the ways to save minutes in the kitchen.

On Cookies and Biscuits. Quickest way to make cookies or biscuits is to drop the dough by spoonfuls onto a big cookie sheet and bake as usual. If you haven't a big cookie pan or baking sheet, now's the time to get one! And if you haven't a good recipe for drop cookies, just write us. We have some dandies!



Save Time When Broiling, Too. Washing the broiler takes more time than washing a skillet. Why not use the skillet, then, when broiling 3 or 4 hamburgers or chops? Heat skillet on top of range; sprinkle bottom of skillet with salt; put in the meat and let it brown quickly on the bottom. Do not turn meat. Instead, turn on broiler and slide skillet under broiler to brown top of meat. A big iron skillet or small griddle works best. Do not use one with a wooden handle!

When roasting a chicken, why take time to stuff and tie it. Roast it unstuffed—no it won't cave in! Bake the stuffing separately—either in a baking dish or in little "balls" on a cookie sheet. (After chicken comes out, turn up heat to 400 degrees and bake the "balls" 30 minutes. Or, bake the dish of stuffing right along with the meat.)

New Ways With Old Favorites

If you're like most homemakers, you have to serve piggy-bank meals occasionally to balance the budget. When you do, perhaps you'd like to give those old budget-beaters a new taste.

Split pea soup, for example, tastes much more snappy when you cook a small amount of chopped green pepper with it, in addition to whatever other seasonings you are using.

Lima beans are much better when dried mushrooms are soaked and cooked



along with the beans. Envelopes of dried mushrooms cost very little; do add flavor to many dishes.

Good spaghetti always makes a hit. Makes even more of a one when garlic sausages are added to the sauce. One or two of the big fatties is enough to zip up a good-sized "batch" of sauce. Slice (or chop) the sausage and brown it thoroughly before adding it to the sauce.

These are some of our tricks with low-cost foods. What are some of yours? Let us know and we'll pass them along to other homemakers through these pages.—G. A. C. and L. R.

PARTY IDEA

Having a buffet supper or spring luncheon? Cute way to serve the celery, carrot sticks and green onions is to "arrange" them in new flower pots, to look like plants!

TWO MORE PRIZE-WINNERS

This month Mrs. Raymond Parsons of Sacramento, Calif., rings the dinner bell (and wins a "California Cook Book") for this recipe for

Beef Tongue Dinner

She says: "Simmer a fresh beef tongue an hour or more; skin as usual. In a roaster spread a layer of diced raw vegetables—a mixture such as carrots, celery, turnips, onion, green pepper and tomato. On this lay the cooked tongue and pour in some of the water in which the tongue was cooked (enough almost to cover the vegetables). Season with salt and pepper, cover roaster, and bake in a slow oven (325 degrees) about 2 hours. When done, take up tongue and vegetables and thicken the gravy with flour. Place tongue on platter and arrange vegetables around it."

Mrs. Parsons says, too, *"We enjoy the page written for the SP Family. I always save it to file with my other favorite recipes."*

Another cook book goes to Mrs. M. E. Daly of San Francisco for her "Surprise Stuffed Party Rolls." Here's her recipe:

Stuffed Party Rolls

Grind (or grate coarsely) 6 hard-cooked eggs, ½ a bell pepper, and ½ lb. sharp cheese. Add a small can of chopped olives, a small amount of chopped pimiento, and a small (8-oz.) can of tomato hot sauce. Season with salt and pepper and mix well.

Pack the above mixture into hollowed-out hot-dog buns. Wrap each roll separately in waxed paper, twisting the ends. Keep in refrigerator until half an hour before serving, then heat in a 350 degree oven 20 to 30 minutes. Makes about 1½ dozen well-filled rolls. Wonderful with coffee!

Mrs. Daly used to work at the General Hospital in San Francisco; she says she still feels that she is a part of the SP Family. And she certainly is!



HERE AND THERE ALONG THE LINE

Southern Pacific
Vol. 35 Bulletin No. 2

E. G. FITZPATRICK, *Editor*
JERRY NOBLE, *Assistant Editor*
Published monthly at 65 Market Street, San Francisco, by the Bureau of News, for free distribution to, and in the interest of, employes of the Southern Pacific Company.

A word of appreciation is expressed by the *Bulletin* to the reporters whose names appear in the following columns for their cooperation in making these news items possible. Because of a comparatively short time in which to get organized, some groups were unable to gather material for this issue. These include Shasta Div., Stores, NWP, PMT, PFE, SD&AE and additional departments in the General Office. We hope to have news about some of their folks in the next issue. Meanwhile, please keep in mind that your reporters will be glad to get items and pictures.

Sacramento Shops

Head Reporter: John Davis. Assistants: George Cirincion, Keith Parks, Al Barnes, Bill Odlini, Tony Franks, Julius Kimbrell, Mark Becker, Ed Gallagher, Charles Gibson, Al Laughton, George Monroe, John P. Rhoads, Tony Madaloni.

The new diesel traction motor repair shop at Sacramento General Shops is becoming a reality. Necessary new equipment for overhauling traction motors has been bought or is now on order. Equipment includes electric bake ovens, Dynetric balancing machine, banding machine, commutator slotting machine and armature brazing machine. Many more pieces of equipment are now on order but have not been received as yet. It is expected the shop, fully equipped, as planned, will have a minimum output of 20 traction motors per month. This shop is now engaged in overhauling traction motors for the Northern District.

The new 1951 Safety Program for Sacramento General Shops has been officially launched. New plans have been made to lick the old problem of loss of time and wages and even loss of life.

Shop-made orchids to Walter R. Schroeder, electrician, for the fine job he has done in the past six months as safety man. He is at all times alert and eager to help his fellow-worker to a safer and happier career. . . . Ives J. Honeychurch, machinist, brass room, and his wife were among the lucky attendants at the Parade of Roses in Pasadena on New Year's Day. Ives made some fine movies of the parade. Visiting and sightseeing took up the rest of four days spent in the southland. . . . Edward J. Salvo, polisher-plater apprentice, plating room, was called for physical for Uncle Sam's armed services, January 3. Ed is a local boy, graduate of the Sacramento High School and is well thought of by his fellow-workers. His pointed comment is: "Well, boys, I guess I'll have to go over to Korea and end this war in a hurry." We hope! . . . Machinist Tony Rettus, Erecting Shop, gave his daughter, Carmel, in marriage to Walter Frie of Sacramento, January 7 at St. Mary's Church. Both young people are graduates of Sacramento High School.

(Editor's note: A report in the January *Bulletin* of the successful Kiddies' Christmas Party given by the SP Club of Sacramento, didn't give due credit to the three fellows who headed the committee. They were Tony Frank, Jack Palmero and Ed Ratoni. Our apologies, fellows.)

Accident-free Year for his entire department in 1950 is reported by General Foreman Vincent DeRiso of Sacramento Shops Passenger Car Dept. Congratulations!

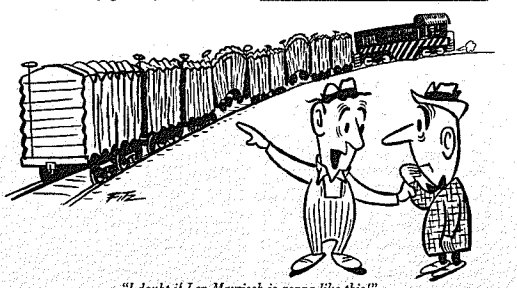
Slogan suggested by L. E. Aikman of Electrical Dept., Western Div., was sent in by Foreman V. Morley, motor car repairs. Aikman's slogan: "Practice Safety in every way; a harp sounds nice, but it's hard to play."

Telegraph Department

Head Reporter: Henry Loretz, San Francisco.

Walter Sparks and Leo Lopez arranged for a dinner at Bakersfield on Feb. 10 in honor of lineman H. L. Nixon, who recently retired, with many friends on hand to give him a real send-off. . . . Lineman J. R. Watson is the proud father of a son born November 3, which was a nice birthday present too as it happened on Mrs. Watson's birthday. . . . Welcome to Orville Thomas who transferred from Sacto to "BD" Office in SF, also Grace Atkinson who transferred from Sacto to Richmond. . . . Inducted into the armed services or recalled to active service were Arch Chaplin, head file clerk, SF; Ed Dacheff, printer clerk, Chicago; Wm. A. Bird, head lineman, system, and Wm. A. Slaughter, lineman, system.

Orchid was presented to Agent T. L. Sheffer of Oxnard for being that city's safest and most courteous driver. Sheffer, who has had neither a traffic ticket nor an accident in 30 years of driving, says: "Safety is a habit with me—a habit instilled by our railroad's frequent Safety campaigns."



"I doubt if Len Mayrisch is gonna like this!"



SAFETY CARTOON drawn by Brakeman E. Hoffman of Salt Lake Division was recent winner of $5 prize in contest formerly conducted by *Safety Messenger*, now carried on in the *Bulletin*. Employes are invited to send in cartoon entries to Editor for a try at the monthly prize for ones reproduced in the magazine (see January *Bulletin*).

Rio Grande Division

Head Reporter: Robert R. Hall, MofW Dept., El Paso. Assistants: Juana Haight, Douglas; Paul Humphries, Lordsburg; Dorothy McGill, Deming; Raymond Evans, Carrizozo; Mae Fulkerson, Al Bouchard (photographer), Tucumcari.

It is evident that SP employes at Carrizozo look forward to the monthly safety meeting. There is a very good attendance and everyone is taking a sincere interest. The safety record of this district and the division as a whole gives every indication that the safety meetings are proving themselves a worthy cause. Last meeting was held Jan. 10. . . . On Jan. 6, the IOOF Lodge, No. 30 and auxiliary held a joint installation of officers at Carrizozo to serve for the next six months. The Lodge has a large SP membership. The date also marked the grand opening of a new lodge hall. Formerly the old SP Clubhouse, it was built by the EP&SW Railroad Co.

Rio Grande Division employes who have entered military service are: Carl Strasser, electrician helper, El Paso, Navy; Earl Fulkerson, extra roundhouse clerk, Tucumcari, son of Stationary Fireman J. F. Fulkerson, Air Force; Joe T. Sanchez, extra gang laborer, Tucumcari District, Army; D. T. Bays, switchman, Tucumcari Terminal, son of Section Foreman Jess Bays, Air Force.

Sage observation is made by Engineer L. W. Banta of Rio Grande Division, who says: "To know what to do is Wisdom; to know how to do it is Skill; to do it the safe way is Service."

Coast Division

Head Reporter: John Kay, Supt's Office, SF. Assistants: Myrtle Corman, 4th & Berry Local Freight; Fred Romani, Bayshore Shops; Lester Burdick, San Jose Area; Walter "Dave" Marx, Watsonville Area; Harold R. Jaeger, San Luis Obispo Area.

Plans for a $30,000,000 expansion of its Moss Landing Steam Generator Plant now under construction has been announced by Pacific Gas & Electric Co. This will increase generating units from three to five. . . . Carloadings for the division in December, 1950, showed an increase of about 3½ per cent over the same month of 1949, and further increases are anticipated this year.



DOUBLE-TALK comes easy for Bill Wilson of the mechanic's shop at 4th & Berry Freight Station, SF. An accomplished ventriloquist, Bill was the star of a pre-Christmas luncheon party at the Freight Station. He was a professional entertainer before switching to railroading.

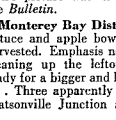
Local Freight Agents Association committees have been organized and chairmen appointed for 1951. Chairmen: B. L. Burk, San Francisco; W. E. Jernigan, Santa Clara; F. L. Miller, Castroville; H. M. Wollam, San Luis Obispo. The 1950 meetings were voted as highly successful.

Among Coast Division men who have entered the Armed Forces: R. L. Aquires, J. H. Rogers, W. O. McDonald, E. L. Taylor, H. C. Gilliland, P. Davis, J. W. Carter, R. McDonald, T. P. Williams, E. R. Gross, C. M. Hershman, R. E. Haskill, A. A. Neal, V. G. Dickason, A. E. Rudell, G. D. Jackson, F. E. Whitney, H. O. Kiger, W. A. Dody, L. G. Arnson, G. D. Adams, C. L. Sands, R. G. Konrad, W. J. Sanders, J. V. Firpo, L. B. Cade, G. E. Hudson, R. E. Fairbanks, W. C. Hanson, J. W. Lewis. These represent about a third of the total; more will be listed next month.

San Francisco Area: PMT took over the pickup and delivery service at this station on Jan. 2 and the line of bright orange and red trucks, bearing the SP-PMT medallion, made a pretty picture. With PMT and our station forces working so smoothly, the first weeks of the operation have been most successful. John Coakley, picker and official poet in Shed A, wrote in honor of the occasion some verses which have been in great demand. . . . Florence Downer and Helen Flynn, clerks on 4th Street Freight Office night force, were in General Hospital as result of an auto accident. . . . Dick Achi, clerk on night force, plans to visit New Orleans in February. . . . George McDonough, night chief clerk, 4th & Berry, has been a director of the American Rose Society for many years and vice president of the SF Flower Show as well as editor of the "Rosarian." He recently remodeled his home, installing a picture window, 8x25 feet, looking out on his beautiful garden. His rose, "Peace," won a cup and blue ribbon at the Portland Rose Festival last year.

Bayshore: A new, sturdily-constructed roof at the roundhouse replaces the one that was partially blown off by the "big wind" in October. . . . Committee composed of various brotherhood representatives is cooperating with the Safety Dept. in urging observance of Safety rules. . . . Donald Smith, machinist apprentice, is player-coach of a team entered in the inter-office league. Don's picture was in the last issue of the *Bulletin*.

Monterey Bay District: Here in the lettuce and apple bowl, the crop is all harvested. Emphasis now bears hard on cleaning up the leftovers and getting ready for a bigger and busier year ahead. . . . Three apparently busiest people at Watsonville Junction are William Gelzinnus, roadmaster, getting rails and ties ready for heavier traffic; E. B. Dickey, car department foreman, fixing 'em up for bigger loads; and L. E. Butler, roundhouse foreman, rejuvenating tired engines. . . . Your reporters for this area are glad to see the return of the division notes and feel they will be widely appreciated. Undoubtedly there'll be lots of competition between the districts but we feel we can meet 'em all. . . . The importance of Safety First is recognized and appreciated by the forces at the roundhouse and car department. Enthusiasm for the Safety program can be credited in part to the recently appointed Safety committee of John Rippy, John Breedon and Jack Dunning. Each eight-hour shift now gets in on a short briefing and everyone has a chance to make suggestions. . . . An SPerson who gets around with a friendly



ENGAGED is Leta Harvel, freight clerk at Salinas, who made the announcement a few weeks after she caught the bridal bouquet at her sister's wedding. Groom-to-be is Clare Bigham, Jr., of AAF.



BIRTHDAY PARTIES for Bettye Leverone (left) and Leah Thomas added up to two enjoyable occasions in Supt's office at Sacramento. Bettye, who is blowing out the candles on her cake, is junior clerk. With Leah (seated), who is asst. payroll clerk, are (l-r) Peggy Cocking, Winnie Spencer, Jahlmer Solander, N. Langston, Dan Hunter, C. C. Reeves and F. Garson.

greeting is W. S. Wood, Salinas DF&PA. . . . Newly elected officers on SP Club 100's Auxiliary: Mrs. E. B. Dickey, pres; Mrs. Fred Trescler, vice pres; Mrs. R. E. Preston, treas; Mrs. Jerry Christensen, secty; Mrs. Lee Stears, chaplain. Fun and a good time together is the keynote of every meeting. . . . Larry Dimmick, son of Agent Floyd Dimmick of Salinas, enlisted in the Navy and went to Great Lakes for training. Larry, who worked for SP two years as general freight clerk and warehouse foreman at Salinas, recently was married to Lois Elaine Roberts. . . . Another young freight clerk from the Salinas office who recently enlisted is Kenneth Winters. He joined the Army and when last heard from was at Fort Ord, awaiting transfer to Georgia for basic training. . . . Carlton Cryder from Salinas PFE office and his wife and two children enjoyed a two weeks' vacation in Sacramento visiting friends.

Peninsula District: Freight car loadings in the San Jose area are continually growing due to large increase of new industries served by SP, and our good service. In December, cars loaded out of the district showed an increase of 105 over the same month of '49. An increase of 224 cars out of the city of San Jose itself was recorded. Number of cars actually moved thru San Jose yard last year exceeded 1949 by 87,969. . . . Roundhouse forces at San Jose, which include clerks and machinists, are well on the way to setting an enviable Safety record. Up to Jan. 12 they had completed 1602 days of work without a reportable injury. Close cooperation of employes in observing standards set by the Safety Department is the reason. . . . Agent T. I. Atwood of Sunnyvale and Clerks Norman Paiva, A. P. Grevstad and Virginia Tremaine thought the end had come when the "baby tornado" tore the roof off the station. No one was injured, fortunately.

San Luis Obispo: The SP Social Club held its annual dinner party Dec. 7 at Grange Hall, with 135 folks attending. Ray McKnight was a capable MC for the entertainment program. New Club officers: Frank Hulsey, pres; Mark Baldwin, vice pres; Lester Keeley, treas; Alva Biaggini, secty. . . . The local Masonic Lodge held its annual "Railroad Night" Jan. 3 with about 200 railroaders and friends present. Ed "Dad" Williams, retired engineer, was chairman, and also put on an interesting skit, supported by Engineer Al Bittick. Beverly Hutchinson was vocalist, accompanied by Marilyn Petersen. Assistant Superintendent R. R. Robinson was introduced and extended best wishes. The following served the dinner: Engineers Russell Mott (chairman), Robert Bromley, Cecil Mills, Lyle Cleveland, Fireman Curtis Kirn, Roundhouse Foremen George Gabler, Pope Coughlin, Roadmaster Vernon Pearson, Roundhouse Crew Clerk Brooks Hughston.

Tucson Division

Head Reporter: Leroy Magers, Supt's Office, Tucson. Assistants: Pearl Towne, Yuma; Kathleen Creech and Winifred Cokely, Phoenix.

Well, here we are back in business again, something we have been wanting to do for lo these many years. No matter how hard it may be on you boys and girls, we are back to our *Bulletin* column. You can send in items, pictures, etc., so we may have an interesting column.

The winter lettuce deal in the Salt River Valley is just about over. We forwarded approximately 3900 cars of lettuce and vegetables during November and December. Business in the vicinity of Phoenix is steadily growing. During the past six months there were some 68 new industries attracted to the "Valley of the Sun." This means more business for us. . . . The dollar value of Arizona crops set a new all-time high in 1950, $190,000,000, and we are still just a baby state.

Cutaway 1500-hp General Motors Diesel Locomotive 1950-B was on display at Tucson December 18 to 21, during which period over 1500 persons went through the unit. There was a good attendance from the University of Arizona and the Tucson Senior High School. This exhibition proved of great interest to employes and others interested in diesel engines.

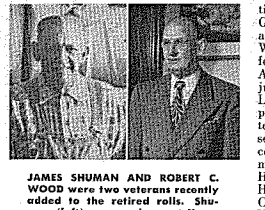
Superintendent G. A. Bays played Santa Claus December 24, all dressed up in red suit and white whiskers. He passed out gifts to veterans in the U. S. Veterans' Hospital at Tucson on behalf of Arizona Chapter No. 2, Order of Eastern Star . . . "Jackie" Johnson, station clerk, Superintendent's Office, has returned to work from a leave of absence, looking as fit as the proverbial "fiddle."

Yardmen at Yuma, Phoenix and Tucson are on the way to establishing a record in that there were no cars damaged in any switching yard on the Tucson Division during the months of September, October and November. The boys have a right to be proud of this record.

Personal Record Clerk Dora Blackman and family went to Guaymas, Mexico, over the New Year holiday. She said she didn't do any fishing nor did she do any swimming. We didn't either, but we didn't go so far away not to do it. . . . Harry Nelson, for many years porter of Tucson Division superintendent's business cars, and now retired, called on us November 17th. Harry looked fine. He is living in Los Angeles. . . . On a trip through Los Angeles during December we met Red Cap Alonzo Stroud. He was Red Cap at Tucson for many years and wanted to be remembered to his many friends. . . . Elgin E. Ball, trainmen's timekeeper, spent his vacation and the Christmas holidays in Dallas, Texas. He said his main activity consisted of lifting food to his mouth and hunting a place to sleep after leaving the table. He looked it.

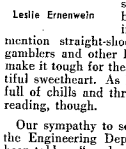
The following Yuma employes in the service were home over the New Year holidays:

1st/Sgt. Charles L. Harrell (yardmaster) now stationed at Camp Carson, Colorado. Friends may write him as follows: ER 19109721, Hq. and Sv. Co. 412th Engrs. Camp Carson, Colo. (U. S. Army). . . . PFC James Hanna (clerk) now stationed at Camp Pendleton, California (U. S. Marines). His brother, Cpl. Millard F. Hanna (brakeman, Yuma) also in the U. S. Marines, went overseas in November, 1950.



JAMES SHUMAN AND ROBERT C. WOOD were two veterans recently added to the retired rolls. Shuman (left) was yardman at Yuma when he completed 25 years with SP after service with other roads. During his entire career he had no personal injuries. Wood completed 48 years, retiring as engineer on Sacramento Div. He was congratulated by Supt. M. L. Jennings for his fine record.

Congratulations to "Charlie" W. McKissick, who was appointed station supervisor for the Tucson Division effective January 11. Charlie had worked at many jobs in our Freight Offices and was Chief Clerk of the Tucson Freight Station at the time of his promotion. His host of friends extend best wishes. . . . Yardman Oscar C. Pell Jr., of Yuma, is taking a leave of absence under the G. I. Bill to attend Arizona State College at Tempe. . . . Leslie Ernenwein, Telegrapher, has done it again. "Ernie," the author of more than a dozen novels of the Old West, has added "Gunhawk Harvest," just off the press. His books contain action as swift as the hoofbeats of his galloping horses, not to mention straight-shooting gunhawks, gamblers and other low characters who make it tough for the hero and his beautiful sweetheart. As he says, "They are full of chills and thrills." Mighty good reading, though.



Leslie Ernenwein

Our sympathy to some of the boys in the Engineering Department. We have been told on "good authority" that some of the boys have been making the trip to Nogales on their day off to get a haircut. Over the line in Mexico a good haircut may be procured for the sum of two pesos, about 23 cents in American money. We know that retired assistant Engineer Gus Schneider did this and we are informed that Maynard McDole, Sully, and others did likewise. Now that the "Burro" between Tucson and Nogales has been discontinued, it won't pay the boys to make the trip. Haircuts will be one buck hereafter, boys.

Old Pueblo Lodge No. 715, Brotherhood of Railway Clerks, held its annual Christmas party December 22. Invitations were extended to Superintendent G. A. Bays, and members of his staff and their wives. MofW Clerk Eugene Williams and his band furnished music for dancing. Assistant Superintendent A. W. Kilborn and Mrs. Kilborn were judged the best waltz team, and Joe Luna of the PFE Company and his partner were judged the best rhumba team. Coffee and sandwiches were served the 250 present. The committee consisted of Al Lamb, car clerk, chairman; Enginemen's Timekeeper George Howell, Steno Louise De Hart, Steno Helen Jones, Steno Sue Robson, Train Crew Dispatcher "Buster" Robson, Chief Yard Clerk Harry Abbott, Train Clerk Jimmy Griffith, OS&D Clerk Sherrill Rogers, Messenger Alice Taffe, Messenger "Jackie" Requarth, Clerk Gwen Weinzapfel and Steno Irene Pennell.

The following Tucson employes have entered military service: Roger C. Mullings Jr., baggage & mail handler, Air Force; Emery Bronson, locomotive engineer, Navy; Charles De Priest, locomotive fireman, Air Force; John R. Maher, caller, Army; Gary Cooper, blacksmith apprentice, Army; Timoto Lujan, car dept. laborer, Army; Robert Eggman, yardman, Navy; Rupert Hamilton, dispatcher, Army; Oscar Vallado MP&C laborer, Army.

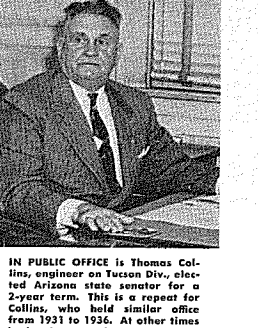
A sight seldom seen in this part of the country greeted Tucsonians the morning of January 12. Snow! However, it didn't last long, and by noon it had practically disappeared. . . . As stated before, we are looking to each employe to bring to our attention pictures and items of interest to all of us.

Los Angeles Division

Head Reporter: Serena Lester, Supt's Office, Los Angeles. Assistants: Barbara Patterson, Colton; Augusta Twomey, Indio; Evelyn Heinbaugh, LA Yard; Catherine McBeth and L. A. Dyer, LA Local Freight.

LA Local Freight Station: If Foreman Burell Power seems to be strutting these days, there's a good reason for it. As this was written he and his force had passed their 2166th day without a reportable injury. . . . And speaking of Safety, for those who wondered if Stevedore Joe Watts had an eye injury, the answer is no. Joe only looks that way since he got a television set. Says he can't keep away from it. . . . Clerk O. B. Simmons, back from a week-end visit to General Hospital, says Bill Sahlies was rapidly on the mend. . . . Lane Jackson reveals his talent as an interior decorator. Anyone wanting a two-tone ceiling, contact Lane. . . . Jim Baldwin, one-man Chamber of Commerce for the state of Texas, hasn't been feeling so good since the Tennessee-Texas game.

Safety Greetings were broadcast over the loadspeaker system to train, engine and yard forces at Mission Road Coach Yard, LA, during the Holiday season. The greetings were signed by W. P. Roach, safety supvr.; G. J. Matt, terminal supt.; H. R. Gernreich, supt., LA Div.; and M. A. Nugent, supt. of safety. Frank Bowman was the announcer.



IN PUBLIC OFFICE is Thomas Collins, engineer on Tucson Div., elected Arizona state senator for a 2-year term. This is a repeat for Collins, who held similar office from 1931 to 1936. At other times he has been on the Board of Supervisors, Pima County.

Moving of the Riverside District Office from Main St. to the Freight Office on 8th results in the Freight Office moving to a new location in the warehouse. Speculation was rife as to who would get the window seat with the choice view. . . . While Chief Clerk Cash Phelps was vacationing, all requests for Barbershop Quartet entertainment were postponed.

Thanks to the fine work of Chairman Will A. Hinson and his Committee at LA Freight Office, more than $200 was raised to buy toys for the Children's Hospital Christmas Party. Committee members included John Paul, P. M. McGeough, Al Fariss, B. M. Wright, W. W. Fortner, A. A. Akin, E. J. Tarrin, N. C. Cock, C. E. Vianelli, L. A. Dyer, H. Aingworth, E. J. Kerber, E. M. Reneer, Catherine McBeth and Mary Root. Christmas cards were sent to all men of the Freight Station who are retired, sick or in the Armed Forces. . . . Walter Graepp's many friends are hoping for an early recovery from a heart attack he suffered on Jan. 6. He was taken to White Memorial Hospital. Walter is widely known and admired for his great work with the SP Junior Engineers Club, which he organized and to which he devotes all his free time.

Engineer Marcus Cotter and Mrs. Cotter of Indio won second prize in the Annual Christmas Home Lighting Contest. Around their fish pond, the Cotters erected a platform and mounted a miniature railroad and village, with an aluminum-sprayed Christmas tree in the background, guarded by Santa Claus. A rotating color wheel created a variety of effects from sunrise to moonlight. A large cottonwood tree in the yard was flooded with colored lights, and red and green lanterns adorned the gate posts. . . . Nurse Evelyn Green at Indio SP Emergency Hospital has been winning lots of friends among Korea-bound troops passing through. "Doc," as she is known to the railroaders, has been



SP MEN HONORED GOVERNOR-ELECT Mechem of New Mexico at an informal dinner in El Paso in December. Among those present were (front, l-r) H. L. Hunt, P. D. Robinson, Mechem, Judge Edwin L. Mechem, Sr., H. C. Stull, (2nd row) E. B. Estes, Frad Bunsen, George P. Koutzeroff, (3rd row) L. E. Lyon, Paul Harris, William Adair and Norman Hall.

collecting magazines and distributing them to the boys. Anyone in the vicinity who hasn't already heard about this thoughtful gesture may help by sending magazines to her. . . . SP folks in the Los Angeles area were thanked by the Shriners' Hospital for Crippled Children for their contributions which have reached a total of nearly $12,000. . . . News items and pictures about Los Angeles Division folks will be welcomed by the reporters listed at the head of this column.

El Paso Shops

Head Reporter: Dan Rose.

Whiskers were a dime a bale around the blacksmith and boiler shops in December, when the boys helped celebrate the El Paso Centennial in true pioneer fashion (see cut). . . . William Zinke was honored by fellow workers when he retired as machinist after 21 years of accident-free service.

Shopmen who have entered the Armed Forces: (Army) Luis Aguilar, carman apprentice; Manuel L. Barajas, machinist appr.; Carlos G. Martinez, boilermaker appr.; Miguel Rosas, machinist appr.; Armando C. Tiscareno. (Navy) Edward R. Burling, machinist appr.; William E. Gilbert, carman appr.; George M. Hilburn Jr., machinist appr.; Leonard L. Nash, freight carman. (Marine Corps) Carlos Hermosillo, machinist appr. (Air Force) Jose G. Loya, boilermaker appr.

That's all the news for this time. But here's hoping you shopmen will be sending in a lot of items about yourselves and your fellow workers in time for the next issue.

EL PASO SHOPS WHISKERINOS (SEE NOTES)



Los Angeles Shops

Head Reporter: E. R. Stephenson. Assistants: Leo A. Menard, Lee Sherlock.

Installation of the new coach wheel lathe has greatly increased the output of car, diesel and tender wheels. This expensive machine has proved a real source of speeding up the repair and maintenance of rolling stock and at the same time is expected to give a plus of longer wear. . . . Hopes are high that an accident-free December will be sufficient to receive the Safety Award so as to obtain permanent possession.

Espee Federal Credit Union staged its annual meeting Friday, January 19, 7:30 p.m., Odd Fellows Hall, 2705 North Broadway, LA. Entertainment, door prizes, etc., were provided and all SP employes and their families were welcomed.

Raised to Master's degree in Masonry November 24 was Roger F. Vore, district car inspector. . . . Welcomed back to work after a serious operation in SF General Hospital was LeRoy Morgan, machinist. . . . The big one got away, explains Chief Clerk Richard W. Fryer, who spent a recent unsuccessful deep-sea fishing trip; he saw a whale but caught nothing. In other words it was a wonderful boat ride. . . . On November 13 Lawrence W. Fritter was promoted to machinist foreman. . . . Machinist Foreman Fred A. Vieth and wife quietly observed the USC-Notre Dame football game.

Called to colors . . . in the Army are Boilermaker Apprentices Joseph K. Krager and Roy Ortiz, Machinist Apprentices Leland R. Friedline, Clarence W. Livingston, Huntley B. McKain, Kenneth F. Mohlenkemp, Raymond Najar, Albert M. Rodarte, Louis O. St. Pierre, Marion L. Thornton, Sheet Metal Apprentice John L. Pecce, Painter Apprentice Carman Petteruto, Carmen Apprentices Cecil M. Fuller, Jennaro J. Basile, Ralph B. Illingsworth Jr., Frederick G. Kerswill, John McDermott, Albert A. Raymond, Anthony F. Taffoni, William E. Wilson Jr., Laborers Charles M. Arias, Octavio Gutierrez, Frank R. Rodriguez, Richard A. Schleicher, George Wise . . . in the Navy are Machinists Otto F. Hartz and George R. Mack, Machinist Apprentice John E. Clancy, Sheet Metal Apprentice William R. Kerber, Carman Apprentice Armet J. Scivally . . . in the Air Force, Machinist Apprentice Lewis W. Schaal, Electrician Apprentice Anthony Beltran, Carman Apprentice Cecil G. O'Dell . . . in the Marine Corps, Carman Apprentice Hugh F. Laughlin.

San Joaquin Division

Head Reporter: Walter M. Williams, Supt's Office, Bakersfield. Assistants: Charles Snook, Ruth Eiffler, Fresno; Harold B. Clark, Elvin W. Smith, Bakersfield.

Bakersfield recently welcomed back three old-timers who had been on sick leave. Richard C. Hovey, boilermaker, and local chairman of the IBofB&H, returned on January 8 after being away since last April. Everyone was glad to see him back, recovered from a very serious operation at General Hospital. Van B. Wallis, machinist, returned after an absence due to an accident in his home (in 10 years on the job Van hasn't had an injury). Raul Gonzales, carman, returned after an operation for appendicitis.

After being at the bottom of the list, the MP&C Department advises that for the last six months they have worked without an ICC reportable injury. Everyone's pulling for them to keep up the good showing.

MP&C and Transportation departments are represented in the Armed Forces by a number of men who have gone into service the past six months. They include: Firemen William R. Chase, James S. Dodson, John D. Enbody, William L. Hall, Joseph L. Lapins, Charles A. Madden, Jr., Robert E. Manning, John N. Parkinson, Kenneth C. Perrin, Joseph M. Shultz, Marvin R. Snyder, Herbert W. Thorne, Robert V. Walker; Machinist Helper Ralph Gamble; Pipefitter Helpers William R. Glantz, Wayne L. Hull; Carman Helpers James R. Hindman, Fletcher Graham; Machinist Apprentices Verlin W. Rutlind, James W. Oldham; Laborer John W. Sorrell; Carman Fred S. Lippencott and Boilermaker Helper John W. Nikkel.

Maintenance of Way Department completed the entire past year without a reportable injury, a goal they have set again for 1951.

Fresno employes have formed a golf team and challenge some of the would-be golfers at Bakersfield to a match. Plans are being formulated to develop several teams on the division for a series

of round robin matches. . . . London bound travelers were Conductor Andrew C. Nelson and Mrs. Nelson of Fresno, who visited their son, Andrew, Jr., who is with the State Dept. . . . First quarterly Safety meeting of 1951 was held at Fresno, Jan. 19. Program, which included showing of movies, a talk by M. A. Nugent, other entertainment and serving of refreshments, was arranged by committees representing various Brotherhoods in cooperation with Company representatives. Lawrence Lombardi, BRT Yosemite Lodge 420, and Jasper C. Ellis, BofRC Lodge 45, were co-chairmen. There was a large turnout of railroaders and their families. . . . Now that the Division notes have been resumed in the *Bulletin*, your reporters ask you to keep 'em advised of what's going on. Let's have news and pictures before the 10th of each month.

Sacramento Division

Head Reporter: John A. Collins, Supt's Office, Sacramento. Assistants: E. D. Ritchie, Gerber; Forrest Crawford, Chico; Marie E. Blazer, Marysville; Madelon Crawford, "Sparky" Heilbron, Roseville; Davida Douglas, DF&PA Office, T. A. Kirchner, Freight Station, Tom Vicari (photographer), Engineering Dept., Sacramento.

Tahoe Lumber Company, operating at Hobart Mills, recently purchased approximately 100 acres of property east of our track at Lawton. . . . Continental Baking Company is contemplating construction of a plant at Swanston to be served by our rails.

Chico: Station building is being painted under supervision of Foreman Barney Moore, B&B Gang No. 11. . . . Foreman C. E. Hotz is laying new rail. . . . Signal Supervisor Cliddon is installing new crossing signals.

Effective January 1 that portion of Fruto Branch, MP 156.09 to Fruto was abandoned. . . . Agent McAdoo at Folsom reports that an application has been made to build 500 houses on 200 acres close to Folsom and that a request has been made by three large firms from the East to erect industrial plants east of Folsom. . . . It is reported that a rocket propellant plant will be constructed in this vicinity by the Aero-Jet Engineering Corporation for the Navy.

E. M. Maher, Transportation Inspector, FPM&SS, showed the film "Impact" to yard forces at Roseville and Antelope. . . During December seven Loss & Damage Prevention Meetings were held at the Sacramento Freight Station. December 21 E. J. Schnabel presented picture, "The Industrial Clerk," at Sacramento Freight Station meetings. During January he visited Placerville, Diamond Springs, Auburn, Colfax, Truckee, Marysville and Chico, showing the film "Hold That Customer," also a telephone film. The "sealing iron or seal press" entered the "railroad historical museum" when change over was made in December to Tyden self-locking car seals.

At Roseville the SP Safety Committee, helpers, wives (husbands), and guests enjoyed a dinner at "Johnnie Walker's," December 14. Fifty were in attendance. . . . J. B. Malarkey, Safety Supervisor, visited Roseville December 18.

Retired conductor Bert Elam visited Seminola, Texas, accompanied by brothers Tom, Bill and Lee. The four brothers enjoyed their first trip together in many years. . . . The Woodpeckers Club, now in its fourth year and composed of eight Roseville yardmen, is unique in having eight presidents. Each month when the Club meets to enjoy the good old American game of pitch, the host is president. The December meeting was held in the home of President Bill Berthiaume. Membership: Herb Robinson, Jim Dumas, Elmer Brun, Dean Conrad, Bill Berthiaume, Les Alexander, Joe Young, Bill Quilici. . . . Recently Mrs. U. J. Hebuck, wife of freight cashier Roseville, participated in a canasta game where four generations were represented—Mrs. John Kulik (daughter of Mrs. Hebuck), Mrs. Peter Cudly (Mrs. Kulik's grandmother), Miss Gayle Ann Kulik and Mrs. U. J. Hebuck (grandmother of Gayle Ann and daughter of Mrs. Cudly). Each is the first child in each family. . . . Several post cards have been received in trainmasters' and yardmasters' offices from Amos Hudson, retired yardmaster's clerk, now visiting relatives and friends in England.

> "*None*" is a word that Van Milligan, roundhouse foreman at Stockton, doesn't mind getting writer's cramp from jotting down frequently. In the space provided on the upper part of the supervisors' Safety calendars for showing reportable and non-reportable injuries for each month of 1950, Van wrote "none" all the way through.

Observed on Train 201 approaching Sacramento, the beaming countenances of our patrons as Brakeman George Rupert translates our slogan "Your Friendly Railroad" into a word of genial farewell and meticulously briefs each passenger on the proper route to our station or a connection. . . . Friends of retired Chief Dispatcher A. J. "Frenchy" Lebourveau now greet him as "Professor." He is in charge of the Railroad Communications School, Sacramento. Retired Agent E. C. Morebeck is on his staff as an instructor.

A no-host shower was given Mrs. Leah Thomas, a recent bride, by her coworkers in the Superintendent's Office on January 11. . . . C. H. Lawrence has been appointed agent at Diamond Springs. . . . Leonard Bates has returned from "farming" to job as relief clerk at Chico. . . . Mrs. Irene Pruitt is now clerk at Gerber. . . . Carman Walter N. Miller has been appointed a member of Local Protective Board, Golden State Lodge 632, Brotherhood of Railway Carmen of America, Sacramento.

Relief Agent W. J. Petrie has been recalled by the Naval Reserve. . . . Former Yardman Deno Carazzi, now in the Marine Corps, visited Roseville. . . . Former Warehouse Foreman Glenn E. Soeth, Chico, is in Navy again. After a stay in hospital in Japan, he is now on U.S.S. Higbee. He would like to hear from fellow employes. Address: U.S.S. Higbee DDR806, Fleet P. O., San Francisco. . . . Not waiting for Spring, the yardmaster's and trainmaster's offices at Roseville have had a thorough housecleaning to start the year out right.

Roseville vacationers: Paul Ward, crew dispatcher, wife, son and daughter, to St. Louis, to attend family reunion. . . . Yardman D. R. Trogdon to Springfield, Mo., to visit parents. . . . Yardman Jim Nis to El Paso and Fort Worth. . . . Engineer F. Sensibaugh and wife to Columbus, Ohio. . . . Yardman W. L. Berthiaume and wife to Miami Beach, Florida. . . . Leo J. Washburn, yard clerk, to New York City. . . . Mrs. Phoebe S. Crossley of New York City, sister-in-law of Terminal Superintendent T. E. Billingsley, spent the holidays with the Billingsleys.

Chief Clerk Edward Cole of Chico spent New Year's in San Francisco and attended the Shrine Game. . . . Varina M. Sawyer, asst. station clerk, Sacramento, visited Los Angeles, Las Vegas and Palm Springs. . . . J. D. Duane,



NEW OFFICERS of SP Club of Ogden are (front, l-r) Don Lazer, secty; D. L. Layton, VP, athletics; (back) C. E. Myers, VP, socials; Walter Harrop, pres; E. A. Chappell, exec. VP.



CUTE DOLLS played an important part in LA Passenger Dept's Christmas observance. Headed by Mary Bruton (left) and Ina Mae O'Rourke of the reservation bureau, the gals in the department collected about 50 dolls like those shown and sent them to children in Santa Ana general hospital.



GUESTS AT SP CLUB'S ANNUAL DINNER for its 185 representatives in SF on January 17 included (l-r) J. S. Cunningham, secty. board of pensions; Oscar Ingels, mgr., Bureau of News; R. M. Gilmore, asst. to VP, system passenger traffic; G. W. Luhr, gen. claims agt.; K. C. Ingram, asst. to pres.; W. G. Peoples, asst. VP, system frt. traffic; D. J. McGanney, asst. to pres.; H. R. Hughes, asst. gen. mgr.; W. W. Hale, vice pres., system frt. traffic; D. J. Russell, vice president; A. T. Mercier, president; J. R. Higgins, master of ceremonies; Oren Lovett, outgoing SP Club president; George Greenwood, newly-elected Club president. Other officers: Fred Romani, exec. VP; Ida Lanning Ward, VP, socials; Charles Purnell, VP, athletics; Mary Carey, secty.; George Frey, treas. A board of 21 governors also was elected.

head delivery clerk, Sacramento Freight Station, and five friends recently had a successful elk hunt through Yellowstone Park and Jackson Hole, Wyoming. All of the men got an elk and several limits of trout were taken from the Snake River. . . . Edward J. Burke, general foreman, Sacramento Freight Station, and Sec.-Treas. Lodge 198, BRC, recently completed a three-month European trip with his wife. The couple visited France, Italy, Switzerland, England and Ireland, seeing all the famous spots in those countries.

Mrs. Earl Dunkeson, widow of storekeeper, Roseville, who passed away on Dec. 24, expresses her gratitude to hundreds of Earl's friends on the railroad for their expressions of condolence. Earl had been with SP since 1916 in the Stores Dept. after previous service with PFE.

Western Division

Head Reporter: Lonita Norris, Supt's Office, Oakland Pier. Assistants: Mildred Bergquist, Martinez; Jennie Hutson, West Oakland; G. T. Hodge, Niles; Harvey Hardin, Stockton; Dave Welch, Tracy.

With the beginning of 1951, the SP, in accordance with past practice, assumes the operation and maintenance of the Richmond Belt Line. This traffic being handled by switch crew service has made possible the establishing of 75 positions in various crafts to enable us to give satisfactory service to the many large and important industries served by this line. Since construction, this line has been operated jointly by the Southern Pacific and Santa Fe, each having charge of the operation and maintenance for alternate five-year periods.

Years of cordiality for the trainwaving Mort Veale and his sister, Mrs. Miriam McMahon, were repaid in full by Southern Pacific trainmen during the Holiday Season, when a freight crew climbed from a train and entered the Veale home to shake hands with those friendly people. . . . This short social call was prompted by hand painted holiday greeting from the windows facing the railroad tracks, east of Martinez Station, which wished "Merry Christmas and Happy New Year to All Trainmen" and "Happy Holiday," both encircled by Christmas lights so they were readable day or night by all passing train crews. The friendly bond between train crews and the Veale family began when Veale and Mrs. McMahon were small children. Each time a train passed the youngsters would run to the rear windows with hands waving. The greetings were returned by cards signed by trainmen of Port Costa and Martinez.

> ***Good Reminder:*** Machinist Foreman M. W. Ward of West Oakland Roundhouse and prominent Safety leader on eastern roads before coming to SP, says: "Let's hang the blue flag of Safety on our consciousness, that it may at all times remind us of our responsibility to ourselves and our fellow man."

Section Foreman M. N. Paraskevopoulos, better known as Mike Paras to his many friends and co-workers, retired December 29, after continuous years of railroading dating back to 1901, most of the time with Southern Pacific. "Mike" is planning to make a trip to the "Old Country" and on his return will make his home with a nephew in Walnut Creek. . . . M. I. Spencer, retired chief clerk at Stockton, has entered the ranks of grandfathers with the birth of a daughter, Kendra, to Mr. & Mrs. Frank Chance.

Sgt. F. R. Balison, former Ass't. Signalman at Stockton, now with the 1st Marine Division in Korea, was wounded near Inchon in November, 1950. He remained with his company for some time but was later sent to a field hospital in Japan for treatment and was then returned to Korea. . . . In his letter to the Signal Department he wrote as follows: "Had quite a time between Wansan and Hungnam in a little dump called Kowan. Riding a train (no less) we were ambushed and through the grace of God, we escaped with only five men dead. It seems odd, when I think of it now, I mean being on a train and getting 'held up.' I sure would like to be back on the job. Those railroads over here are dangerous, why a man can get killed, no Safety whatsoever."

The installation of officers of Mary Harriman Division 126, Grand International Auxiliary of the BofLE was held at the IOOF hall in Tracy, Jan. 6, and relatives and friends of the GIA and BofLE were invited. Officers installed were: Mesdames Helen Dikeman, past president; W. G. Guidice, president; G. Leal, vice president; Amelia Glanville, insurance secretary; E. A. Turner, secretary; C. L. McHenry, treasurer; C. E. Draper, chaplain; B. D. Hansen, guide; C. E. Sistrunk, sentinel; R. L. Garrison and E. L. Cooper, marshals; C. W. Collins, H. O. Myers, H. Egan and A. R. Shaw, pillars; R. H. Wise, musician; F. C. Farley, flag bearer; Helen Dikeman, installing officer; Gladys Cox, installing marshal; C. W. Collins, installing chaplain; and Jessie Bauer, acting musician. The installation and floor work were so perfect and snappy it was all over before the visitors realized it. Gifts were presented to the retiring officers. Bingo was the entertainment for the evening and light refreshments were served by the able committee.

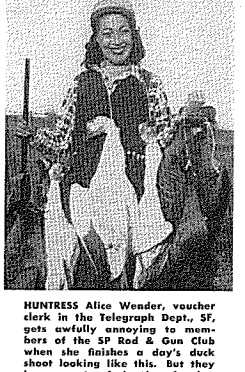
General Office

Freight Traffic, Carol Machol

Seems strange to us to look back on our last column in August 1946 and realize that most of our news was of returning servicemen, and now that we are beginning our column again, the majority of news comes from the boys who are leaving to go into the service. . . . Latest news from Staff Sgt. John Gregovich, former rate clerk, is from an airfield near Osaka, Japan, where he is servicing planes flying to Korea. One of his few bright spots at Christmas time was the receipt of so many cards and notes from his fellow employes. . . . Lt. Tom Cooper, former steno, is sitting down at San Diego biding his time before the Navy sends him over. Apparently at the present the Navy hasn't enough planes to go around, so Tom just waits. . . . Yeoman Leo Garavatti, former steno, is putting his SP experience to good use, working in the Navy office down in San Diego. . . . Though never having worked in the San Francisco office, Assistant Freight Traffic Manager W. F. McGowan has many friends here, all of whom were delighted to congratulate him on his recent promotion. And though congratulations were also in order for Vic Arenth on his promotion to general freight agent, southern district, it was with regret that we see him leave for Los Angeles. Neat switch though. When the Arenths left San Francisco, the McGowans moved into their house. . . . D. J. McGanney, formerly of Freight Traffic Department, was welcomed back to San Francisco by his many friends, who were delighted at his recent promotion to assistant to the president. . . . We are all very glad to hear that Assistant General Freight Agent C. R. Wilmore is showing such marked improvement. He has been "vacationing" at the SP hospital since last November, but we are hopeful for his return within the next month. . . . Your reporter trodded the boards again (ah, memories of "Train Time"!) in "The Male Animal" presented by the Old St. Mary's Players the latter part of January. . . . C. M. Biggs, who recently got married and spent many hectic days moving all his wife's furniture from Los Angeles, finally got all settled and THEN—promotion to freight traffic manager at Chicago, and "Moving vans, here we come again."

FPM&SS, Joan Knight

She's been captured! Who? Why the finest station service clerk in captivity belonging to the FPM&SS Dept. Although on the evening of January 20, Phyllis B. Diaz of Mountain View became Mrs. Harley D. Parks of Palo Alto, we will continue to have the pleasure of her presence in our Department. Prior to the wedding she was worrying as only a bride-to-be can, about the usual troubles that only a bride-to-be can find to worry about; like when she said, "Oh gee, but I do so hope we hear from his brother soon about borrowing his black shoes for the wedding." . . . Our Dept. has almost had their fill of chocolates and cigars which have been passed around in abundance lately. Three of the most recent generous givers and, we might add, very proud fathers are Andy J. Joeston, whose wife Nan gave birth to a 7 lb., 8 oz. boy named Stephen on Oct. 29; Frank A. Arnerich, whose wife Marion presented him with a 10 lb., 1 oz. boy named Steven on August 8, and J. B. Scharf and wife Jean, who were pleased with an early Christmas gift—a bundle of joy weighing in at 7 lbs., 6 ozs., named Jimmy, born on Dec. 13. . . . Ed Stuart in the Navy, and Bob Rose of the Marines, are in San Diego awaiting orders, Bob expecting to be shipped overseas shortly. Both of them gave us a visit just recently and seem to be in the best of spirits and health. Tom Flynn is in the Navy in Massachusetts, and Jack O'Connell, who was the most recent man to leave, is in the Air Force at San Antonio, Texas. Bert Scharf leaves for active service in the Navy on Feb. 5. That makes three for the Navy, one for the Air Corps, and one for the Marines.



HUNTRESS Alice Wender, voucher clerk in the Telegraph Dept., SF, gets awfully annoying to members of the SP Rod & Gun Club when she finishes a day's duck shoot looking like this. But they have great admiration for her marksmanship, of which this picture is a typical example.

Passenger Accounts, Louise B. Greco

It will be wedding bells soon for Janet Freedlander, Local Bureau, daughter of Dr. B. L. Freedlander of the General Hospital. She announced her engagement to Richard Reimer on December 30. . . . Frances P. Courteau, Interline Div. Bureau, is back in the Navy. She was recalled to active duty with the Waves on January 5, and is now serving as chief storekeeper. . . . Willis A. Montgomery, Conductor's Bureau, changed his business suit to one of olive drab when he entered the Army December 15.

Motive Power, Beverly Burns

It's the Navy blue for Jack Sherman and Buddy Newell, both of whom started on Uncle Sam's payroll last Oct., and the Army for Ken. MacGregor on Jan. 16. M. P. Dept. boys must be in great demand by Uncle Sam, judging by the recent letters the boys are receiving to appear for their physical exam., sure and it'll be a top-sergeant Jack Shea we'll be saluting soon. No doubt, we will be saying "So long for awhile" to him also. . . . June Welch, a student at Cal., said "Yes" to Fred Pratt of the AAR Bureau. Now she's the proud wearer of an engagement ring. Congrats from all of us, Fred. . . . Gladys Stevens of the AAR Bureau, reports that the interns of the SP General Hospital are not so bad, girls, but let's hope she's fully recovered and back to her desk by the time this edition of the *Bulletin* goes to press. . . . Little wonder Bob Bradley's Christmas display at his home in San Leandro won first prize, judging by the display he designed and supervised in the office this year. We all share in his pop's (George Bradley) proudness of his sonny's decorative talents. . . . Marconi's Restaurant was the gathering spot for MP's Christmas dinner party Thursday eve, December 21. Master of Ceremonies S. Tichener's ("Tich") presentation was one of the highlights of the evening. We must do this more often. . . . Speaking of parties and dinners, the Technical Employes gathered at the Riviera Restaurant in SF on Dec. 9. They report the affair as "but excellent." . . . Speaking of "repeat performance," our MP champ basketball boys did just that when they trounced the Freight Protection quintet by a score of 44 to 41 at the YMCA on Jan. 9. Every game played by our boys is well supported by a following of MP employes who are pulling with Coach Bob Trickey for another no-defeat season. And speaking in nostalgic terms of great teams, to test your memory, dearie, do you remember when MP's undefeatable volleyball team was composed of Ed. Carter, Norm Passur, Gene Egan, George Bradley, Jack Coll and Clint Monahan? . . . We learn that the Rose Bowl Game was not without MP Dept. representation. D. R. Calleri, L. N. Griffith, Shirley Cottingim and Fred Pratt traveled via "the wild blue yonder" route to the game, to check the competition, no doubt. They report that next time they will try the train and relax!



1951 SP ROD & GUN CLUB OFFICERS and directors were elected in January. They are (front, l-r) C. O. Dull, historian; E. C. Ortega, 1st VP; M. H. Kopyn, pres; C. E. Visalia, secty; R. J. Kane, treas. (Back row) A. M. Skelton, sgt-at-arms; William Garlick, J. B. Reine, Jack O'Connor, Nicholas Sharkey, R. M. Powell, H. L. Loretz. G. M. Way, 2d VP, was not present.

VP-Operations & Gen. Mgr., Lucy Barton

Don Green, file clerk, and former member of basketball champions in San Francisco Industrial League, Class B, enlisted in Air Corps and left for Texas in January. . . . John Bruzzone, stenographer in Transportation Department, and former member of Glee Club, is at present stationed at Treasure Island, after having been called into Naval Reserve. . . . Bill Barbour, file clerk, was married to Mimi Urdang, January 6, at San Francisco, where they will reside after returning from honeymoon in New York. . . . Employes of this department contributed to the *Call-Bulletin* War Wounded Fund which permits returning wounded service men to make telephone calls to their families wherever located.



JAMES P. HEYBURN was given a warm send-off by many of his friends when he retired as engine foreman, San Jose, after more than 48 years' service. At right is Yardman Fred O. Eaton, who m'c'd program, and who is member of a family which boasts three generations of SP railroaders.

Salt Lake Division

Head Reporter: Hugh F. O'Neil, c/o Supt., Ogden. Assistants: R. E. Stephens (photographer), Ogden; Max Gardenswartz, Sparks; Lillian C. Smith, Carlin; Owen E. Rouse, Ogden.

Completion of the new sand house at Ogden replaces the old brick sand house which had existed since construction of the other shop buildings at this terminal. . . . A cleaner for air filters on diesel locomotives and air conditioned passenger equipment was recently installed at Ogden. This equipment will expedite the cleaning of air filters which heretofore have been sent out for cleaning and results in substantial savings in cost. There are approximately 4550 filters cleaned at Ogden each month.

Basic Refractories, Inc. have recently acquired holdings of the Basic Magnesium, Inc. at Gabbs, Nev., including plant and magnesium deposits. This industry is reported to be making an investment of $2,500,000 to the Gabbs Valley Mine, where they are setting up a plant to dehydrate magnesium. Trackage costing approximately $1200 has been constructed at Luning to serve this industry. Products will be hauled to Luning by trucks. Inbound shipments are estimated at 25,000 tons per year and outbound shipments at 125,000 tons per year.

Elder A. Burke, traveling freight agent, has been appointed attendance chairman for Ogden Kiwanis Club. . . . D. L. Draper has been assigned as cashier at Elko. . . . Thomas Hyrum Williams, freight conductor, was honored with a reception at his home in Ogden on Dec. 27 on the occasion of his retirement after 44 years of railroad service. . . . Many of the photographs appearing in the *Bulletin* from this division are the work of Leland L. Valentine, fireman and amateur photographer from Ogden. . . . The Railroad Hour, radio program, may be heard in Utah on station KDYL each Monday at 9:30 P. M.

J. F. McElroy, agent, Elko, was bade farewell when he left to attend the coming sessions of the Nevada Legislature. He is now serving his fifth term as a State Representative and has in two previous sessions acted as speaker protem.

SP Old Timers Club No. 1 held their annual Christmas party December 22 at Ogden with 180 guests in attendance. Glen M. Cagley, master mechanic, acted as master of ceremonies with Cloyd E. Myers, machinist, as general chairman. . . . Howard E. Watts, chief clerk, acted as master of ceremonies for the annual Christmas party for workers of the superintendent's office, Ogden, on Dec. 22. The program, under the direction of Owen E. Rouse, consisted of a reading by Lela Stephens and musical numbers by Donna Hancey, Leah Stuart, Ruby Gealta, Helen Layne, Pat Copps, Jane Martindell, Jackie Maxwell, June Heiser, and Jean Pratt.

New officers of SP Lodge 926, Brotherhood of Railway Clerks, are: Darrel B. Hunter, president; V. L. Sharar, vice-president; Royal L. Porter, secretary; C. L. Heron, sergeant-at-arms; Donna Hancey, chaplain; George Sharar, inner guard; M. E. Gray, outer guard; Joe Gonzales, legislative representative; and Glen Hansen, delegate. . . . SP Old Timers Club No. 1 will journey to Cuba for their annual trip during February, according to C. E. Warner, president. Stops will be made at Kansas City, St. Louis, Birmingham, Jacksonville, Miami and Havana by the 64 persons making the trip. A. H. Summerill, machinist, is chairman and G. A. Checketts, head clerk, is vice-chairman of arrangements.

F. J. Blumenstine, Ogden engineer and bachelor, is the delight of the kids in his neighborhood each Christmas time. Frank plays Santa Claus to about 20 children living near his residence and sees to it that each receives his share of toys and the good things during the holiday season. . . . One of the many reasons some passengers prefer the Overland Route is the excellent treatment afforded passengers in need of assistance at Ogden depot by Richard James and Herbert M. McDonald, passenger agents. They personify cooperative friendliness to our patrons. . . . Walter H. Marlin, road foreman of engines, Ogden, reports his classes held during December and January on diesel freight locomotive operations have been of value in furthering an understanding by enginemen of operations of devices which are used in everyday work.

We are proud of the following employees who have entered the armed services: E. S. Ball, V. J. Carney, T. H. Clawson, P. N. Crittenden, H. R. Murdock, J. A. Reberg, G. Jensen, A. B. Simpkins, P. J. Werrell, D. Ferguson, brakemen; E. Barnes, W. S. Miller, machinist apprentices; R. B. Butler, F. L. Wayment, electricians; P. W. Carletti, L. Heiner, machinist helpers; R. Carr, carmen helper; Conrad L. Chatelain, J. T. Jones, W. H. Ewing, E. F. Eno, firemen; C. J. Cherry, J. W. Myers, machinists; L. C. Citty, carman; E. N. Curto, pipefitter helper; F. M. Delgado, supplyman; E. Ferrari, boilermaker apprentice; D. Geyer, telegrapher; M. Ghisletta, Edgar S. Morey, R. A. Giffey, clerks; R. J. Hagerty, yardman; F. Hernandez, laborer; J. L. Mitchell, signalman; and M. E. Sundberg, car inspector.



DANIEL MAYE AND WILLIAM ZINKE retired with records of which they are justly proud. Maye, engineer on Tucson Div., completed 47 years of faithful service. He will continue to be active in public service, being on his local draft board since 1940. Zinke completed 21 years as a machinist at El Paso Shops, during which time he never sustained an accident.

A young singing canary owned by Callon Rose, Ogden freight conductor, was judged the grand champion bird of the twenty-fourth annual show of the International Canary Breeders' Association at Salt Lake City. . . . Because of injuries O. G. Carlson, B&B clerk, and Eva Rauzzi, stenographer, Ogden, are on extended leaves of absence. . . . Welcome home is extended to Amos Parry, timekeeper, Ogden, after an extended stay in General Hospital. . . . Newly elected officers of SP Lodge 98, BofLFE, are: C. E. Myers, president; Dee Bitton, vice-president; James E. Perkins, secretary; Charles Emmert, local chairman; Hosea Wingate, organizer; B. J. Furniss, legislative representative; and E. P. Nelson and J. A. Sears, committee.

Portland Division

Head Reporter: Howard Bailey, Supt's Office, Portland. Assistants: Louis St. Dennis, Coos Bay; Thelma Greer, Roseburg; R. H. "Rach" Cline, Eugene; A. E. Luther, Salem; Conrad Morasch, Brooklyn; June Nugent, Fred Davis (photographer), Portland.

The old adage about a picture being worth a thousand words is being worked overtime on the Portland Division in the campaign to reduce damage to freight. The practice of taking photographs of damaged shipments is not new, but better use of such pictures has been brought about as result of discussion at a recent OS&D meeting. Such pictures are now being sent to trainmasters and general yardmasters for display to the trainmen, enginemen and yardmen who actually handle the shipments in question.

As an example, a carload from Medford to Portland arrives destination damaged. Harry J. Mohr, agent at Portland Park Street freight station, who is very active in this campaign, takes a picture or maybe several pictures of the load. These are forwarded to the south-end trainmaster, who displays them to the train crew handling from point of origin. In due time the illustrations are forwarded to Fred Swierski, general yardmaster at Eugene Yard, who makes sure the yard crews handling the car in his terminal have an opportunity to view the damage, after which the photographs are passed along to the next trainmaster for similar handling. The men on line are manifesting considerable interest in viewing such pictures.

The Grants Pass Daily Courier gave Southern Pacific a nice pat on the back in its editorial column December 21 by pointing out that of every $100 paid or due Josephine County for current taxes of the fiscal year ending July 1, 1951, the Southern Pacific is paying $5.32. Article ends with this pertinent bit of advice: "The little taxpayer and the thousands of others who own no taxable property but share in the tax-financed public services would do well to keep the whole picture in mind when the public-ownership gentry sing them the siren song of practical socialism."

About twenty-five friends and fellow workers gathered on the evening of January 5th at a pre-bridal shower for Muriel Sprague of the Division Engineer's office, whose engagement to Henry H. Koberstein, office engineer, has been announced. Scene of the party was the home of Mrs. Eunice West, another fellow-worker. . . . Car handling through the yards at Brooklyn, Salem, Albany and Eugene increased by 31,007 cars during month of Dec., 1950, over same month 1949. . . . Telegrapher Stanley W. Ogle, first trick at Oregon City, observed several instances of mail sacks thrown from moving trains sliding through openings in pipe fences in front of public stairway at his station. Realizing that Mr. John Q. Public might not appreciate being slapped with a mail sack, Ogle made a safety suggestion, with result the situation has been corrected.

C. E. Catlow, assistant agent at Park Street, has been confined to his home since December 31 account illness, but is reported improving. Other illnesses at Park Street include Michael Serrano, R&D clerk in General Hospital; J. A. McRae, chief receiving clerk, in General Hospital; J. Diwaski, trucker, in hospital with broken foot, injury sustained off duty; E. A. Stubbe, stower-choreboy



GRAND RECORD by a grand man, is the opinion of the many friends of Engineer Allan A. Stramler of San Joaquin Div. Completing 52 years with SP, he was honored by his associates and lauded for a "flawless record."

operator; W. Popma, stower; G. Walton, trucker; and A. Fitch, chief receiving clerk. . . . Sympathy to F. M. Donovan, trucker at Park Street, whose wife passed away December 30. . . . Switchmen at Roseburg can thank Engineer R. D. Wells for the screenings along lead tracks on Mosher Street. He offered this suggestion as preventative against sprained ankles.

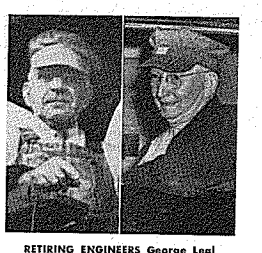
Survey is being run and right-of-way acquired for approximately 6½ miles of track from Tolo to White City (formerly Camp White) in southern Oregon. This new track will serve the White City Lumber Company and several other large industries. . . . Olin H. Steinman, agent at Glendale, who passed away December 30, never had any children of his own, but he was a father nevertheless. In the course of their married life he and Mrs. Steinman raised and cared for a total of 35 children, taken from welfare organizations and other sources.

Park Street Freight Station employes may well be proud of their safety record. They have just completed another year without a reportable injury. The last reportable injury at this station was on August 14, 1947. Employes at this station have likewise shown a steady improvement in non-reportable injuries; during 1948 they had 12, 1949, eight, and 1950, five.

> *Return* of A. J. Hendrix to position of general car foreman at Bayshore was good news to the Safety Dept. Hendrix gives great support to their program and in so doing renders a good service to his fellow employes in the preservation of life and limb.

Additions to the Portland Divison staff of SOUTHERN PACIFIC BULLETIN reporters include Robert H. (Rach) Cline, clerk, at present working at Eugene; Thelma Greer, trainmaster's clerk at Roseburg, Louis W. St. Dennis, roadmaster's clerk at Coos Bay, A. E. Luther, clerk at Salem, and Conrad Morasch, roundhouse foreman's clerk at Brooklyn. "Rach" is an exceptionally good photographer, and we expect some nice pictures from him. Everyone on the south end of the division knows Thelma, and Thelma knows what's going on in her territory. Likewise Louis doesn't miss much that takes place in the Coos Bay area. With Luther on the ball at the State Capitol and Morasch up to bat at Brooklyn, plus the old timers already on the staff, the head reporter feels he can sit back with his hands folded and let them do most of the work.

Engineer Harry A. Morse has offered the suggestion that back pressure and air gauges should be arranged on 5000 class engines so light will not shine in engineer's window. Suggestion is being acted upon. . . . Mary O. Bangs, bill clerk at Park Street, left work in the latter part of January to return to Theological Seminary at Kansas City. . . . An industry in southern Oregon had a rickety ladder which conductors had to climb to get waybills. Brakeman E. W. Duvall sensed the hazard involved and made a safety suggestion—result: ladder repaired.

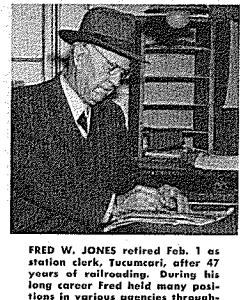


RETIRING ENGINEERS George Leal (left) and James Stinson had a combined total of 81 years' service. Leal, whose service was on Western Div., had over 43 years' service; Stinson, a San Joaquin Div. man, 38 years.

Car loadings on the Portland Division during month of December were unusually high for a winter month, according to George M. Lucas, car service agent. On several days exceeded the 1200 mark. Lumber loadings ran as high as 769 cars one day, and exceeded 700 on several dates. . . . Better footing between main track and siding at Philomath has been provided as result of Conductor J. E. Murdock's safety suggestion.

The last day of training as student brakeman is still vivid in the memory of Ralph W. Lane, although 52 years have passed. Lane, who retired as Portland Division conductor November 2, 1950, at age of 70, was making his final student trip through Cow Creek Canyon in southern Oregon when engine 1773 left the rails, turning over on its side on top of a small tool house. Lane had continuous service on the Portland Division since 1903. . . . Have you noticed the new firemen's order lights on the 5200 class Diesels? If not, you will, as soon as installations are completed. Thanks for this improvement to Engineer George E. Long, who related in safety suggestion that the dome light in these engines blinds the engineer when turned on for fireman to read orders. . . . Work is again going full blast on the line-change at Lookout Point Dam site, which will involve about 22 miles of main line track. Construction received a set-back by the washout of a bridge during recent storm. . . . The idea of inviting representatives of the operating brotherhoods and of the clerks' organization to participate in OS&D meetings seems to be bringing good results in the way of added interest at such meetings.

Is honesty really the best policy—Pablo wonders! Shortly before Christmas Pablo Martinez, extra gang foreman at Salem, was going home from the passenger station after picking up his mail, when he noticed an envelope on the ground at a crossing. He picked it up and found it contained an endorsed check. Pablo retraced his steps to the passenger station and turned it over to Ticket Clerk E. C. McElroy, who found the rightful owner. However, as Pablo



FRED W. JONES retired Feb. 1 as station clerk, Tucumcari, after 47 years of railroading. During his long career Fred held many positions in various agencies throughout the Southwest and he has a host of well-wishing friends on the railroad.

again started home, reaching the same crossing, he had the misfortune to be struck by an automobile, and is now in General Hospital recovering from a broken leg. . . . Plans are under way by the Gardiner Lumber Company for a 3½ mile spur from Gardiner station to their mill location.

George M. Leslie, assistant superintendent in charge of car distribution, Portland, was reelected president of the Oregon Chapter, Morse Telegraph Club of America, for 1951. Howard E. Bailey, station clerk, was reelected secretary-treasurer. Regional vice-presidents from the Southern Pacific included A. F. Fredrickson, V. L. Spurgeon, Clay P. Moody, E. A. Tuttle, A. W. Bennett, J. B. Ernest, and T. C. Buckingham. . . . L. P. Hartsook, chief clerk, and Tommy Girdner, assistant chief clerk at Brooklyn Yard, both of whom have been on extended leaves account illness, were very happy to be home from the hospital in time for Christmas. They are reported improving rapidly.

That crews are becoming highly "impact conscious" is evidenced by the fact that summary of impact recorder tests revealed Portland Division had during third quarter 1950 a decrease of 400 per cent in impacts on cars tested, according to representative of Freight Protection Department. He stated this was the greatest decrease on the system, and that no cars tested received impacts over 7 miles per hour.

The seven lodges of the Brotherhood of Railway Clerks held their annual joint installation of officers at Norse Hall, Portland, January 5. Pacific Coast Lodge 419 Union Pacific were the hosts. Dance and refreshments followed the installation ceremonies. L. M. Erickson representing the Grand Lodge served as installing officer. New officers for Southern Pacific lodge ESPECO 1262 included Roland B. Smethurst, president, and Robert Crawford, vice-president. Viola Earnheart, who was slated to be awarded a past-president's pin for her services in that capacity the past two years, had the misfortune to be knocked down by an automobile and was unable to attend the function. However, she is now back on the job in the Stores Department, and was awarded her pin in special ceremonies at the next lodge meeting. . . . Increased speed of switching moves when it is about time to "go to beans" was offered as one cause of freight damage at recent OS&D meeting. Yardmen were urged not to let their appetites overcome their usual good judgment.

The first social meeting of the newly formed Old Timers Club is scheduled for January 19, with cards, dancing, movies, and lunch on the program. Membership in the club continues to grow, according to Secretary Connie Morasch. Anyone with 25 or more years' service on the Southern Pacific is eligible for membership. . . . Local Chairman H. J. Davies of the Carmen's organization directed attention at recent OS&D meeting to the fact that number of bad order cars sent to rip track has materially decreased of late insofar as shifted loads are concerned, which he attributes to the educational program which has reduced rough handling.

A new car epidemic has hit Brooklyn yard, the bug having bitten and infected Boilermaker H. B. Flaherty, General Foreman H. W. Nieuwboer, Pipefitter Foreman H. P. Yost, and Machinist N. P. Long. . . . Yardman M. J. Forrest of Salem was called to active duty in the Naval Reserve January 17. . . . Christmas greetings were received from former Telegrapher (now Corporal) Stanley S. Parrott, stationed at Clarksville, Tennessee. . . . Crescent Lake Clubhouse, with "Ma" Schwartz of the Dining Car Department in charge, was beautifully decorated at Christmas time with a tree and a miniature Bethlehem Nativity scene. Margie "Ma" used to be on the Bay ferries and later was manager of Oakland Pier restaurant before she went to Crescent Lake.

NEW APPOINTMENTS

OPERATING: **T. M. Conway**, to master car repairer, Ogden, vice William J. Kinner, retired; **Fred Kimball** succeeds Conway as general car foreman at Sparks; **E. Rugani**, to master car repairer, Coast Div., headquarters Bayshore; **G. M. Joyce**, to trainmaster, Ogden, succeeding **D. W. Tanner**, promoted to asst. supt. (see page 7); **M. H. Howard** succeeds Joyce as trainmaster, Carlin; **G. H. Lehman**, to senior asst. B&B supvr., Coast Div., headquarters SF; **W. P. Allen**, to enginemen instructor, Eugene; **J. E. Mitchell**, to chief log scaler, Portland, succeeding Fred H. Caldwell, retired; **C. W. McKissick**, to station supvr., Tucson.

TRAFFIC: **T. J. McCarry**, to assistant DF&PA, Roseburg.

DIED

LOS ANCELES DIVISION: **Lois Levina Young**, clerk, Dec. 23; **Doris S. Legler**, telegrapher, Dec. 30. Pensioners: **Thomas H. Barr**, yardman, Dec. 30; **Charles E. Bush**, Engineer, Dec. 30; **William R. Dwinell**, yardman, Dec. 24; **Harry F. Faust**, brakeman, Nov. 23; **Ralph Pruchey**, car foreman, Dec. 16; **Albert C. Meiser**, stevedore, Jan. 1; **Joe W. Norman**, car repairer, Nov. 25; **Walter A. Seal**, asst. terminal supt., Dec. 28.

WESTERN DIVISION: **Herman L. Glerschan**, clerk, Dec. 26; **Herman J. Avelar**, pipefitter, Dec. 27. Pensioners: **John E. Crowell**, towerman, Dec. 29; **James Joyce**, car inspector, Jan. 3; **Paul Matyevic**, commissary store helper, Nov. 6; **John A. Radcliffe**, car builder, Dec. 28; **Edward W. Sisson**, painter, Dec. 20; **John F. Vargas**, trucker, Dec. 14.

SALT LAKE DIVISION: **Edward Fisher**, machinist, Jan. 4. Pensioner: **Edward J. Hale**, boilermaker.

SACRAMENTO SHOPS: **Elio Marcheschi**, moulder helper, Jan. 2. Pensioner: **Juan Luna**, boilermaker helper, Jan. 1.

SHASTA DIVISION: **John H. Darling**, local chairman of BRT, Jan. 5. Pensioner: **Jess E. Craig**, train baggageman, Jan. 9.

LOS ANGELES SHOPS: **Jose J. Rosales**, freight carman, Nov. 26. Pensioners: **Henry S. Verlander**, car builder, Dec. 22; **Leroy Young**, gen. foreman, Dec. 17.

SAN JOAQUIN DIVISION: Pensioners: **Charles W. Capps**, crossing watchman, Dec. 22; **Roger B. Donohue**, agent-telegrapher, Dec. 19; **Jacob J. Marmann**, brakeman, June 16.

SACRAMENTO DIVISION: **Gerald Archer Jones**, store helper, Jan. 5; **Emmett Jiminez**, locomotive painter, Roseville. Pensioners: **Edgar E. Berryman**, yardman, Dec. 27; **John T. Dudley**, asst. gen. yardmaster, Dec. 16; **Frank A. Naake**, clerk, Dec. 20; **Mordecai A. Peck**, DPA, Sacramento, Dec. 28; **Cecil L. Pelton**, conductor, Dec. 10.

DINING CAR: **Clarence D. Davis**, waiter, Jan. 8. Pensioners: **Samuel S. Boucree**, waiter, Dec. 1; **Henry Goodman**, second cook, Jan. 1.

RIO GRANDE DIVISION: Pensioners: **William M. Coulter**, engineer, Nov. 28; **Herman L. Muenzenberger**, machinist, Dec. 23; **Robert R. Rhodes**, brakeman, Dec. 8.

COAST DIVISION: **Silas Kennedy**, laborer; **Leonardo Moreno**, track laborer; **Henry D. Porter**, train dispatcher; **Eugene D. Ogletree**, laborer; **Peter J. Scrempos**, carman; **John H. Henn**, machinist helper; **Warren L. Gulledge**, brakeman; **Clarence O. Heptinstall**, pipefitter helper apprentice; **Archie V. Stevens**, yardman; **Ray Gibson**, asst. clerk warehouseman; **Michael H. Moran**, carpenter; **Arthur Lynch**, boilermaker; **Antonio Castro**, machinist helper. Pensioners: **Henry G.**



SAFE-DRIVING VETERAN is Rudolphus (Joe) Cornett (right) who recently retired as track driver in Fresno Stores Dept. after 28 years. For 26 years he drove a truck and traveled thousands of miles without sustaining a personal injury, never damaging a vehicle in his care and never being involved in an accident. Congratulating "Joe" is Storekeeper T. B. Kunselman.

Cobb, crossing watchman, Dec. 29; **Clyde W. Harper**, clerk, Dec. 22; **Walter C. Hughes**, trainmaster, Dec. 20; **Jens A. Madsen**, coach painter; **Manuel Rocha Perry**, janitor, Dec. 21.

TUCSON DIVISION: **George C. McNeil**, brakeman, Dec. 19. Pensioners: **John F. Brown**, agent, Tucson, Dec. 18; **Walter J. Howell**, relief crane operator, Dec. 24; **Wesley W. Schupp**, engineer, Jan. 9; **William Weis**, engineer, Nov. 17.

PORTLAND DIVISION: **O. H. Steinman**, agent, Glendale, Dec. 30; **E. Frank Thompson**, telegrapher, Dec. 21; **Owen F. Herring**, yardman, Nov. 10; **Walter Smeiser**, yardman, Dec. 5; **Earl A. Dauntless**, crossing watchman, Jan. 5; **Jess G. Treadway**, boilermaker helper, Jan. 8. Pensioners: **Charles L. Dickie**, conductor, Dec. 28; **Wallace R. Ayers**, chief clerk, Dec. 26; **William A. G. Bladorn**, car inspector, Dec. 23; **Lewis J. Manuel**, clerk, Dec. 6; **Donald Smith**, machinist helper, Dec. 17.

EL PASO SHOPS: **John C. McElroy**, machinist, Dec. 27.

MISCELLANEOUS: **John A. Scanlon**, section foreman, NWP, Dec. 31; **Rose Ida Grishin**, laundress, Gen. Hospital, Jan. 4; **William W. MacDonald**, rate clerk, Pass Traffic, Jan. 11; **Ruy Eugene Kern**, general clerk, WO Stores. Pensioners: **George L. Snyder**, commerce agent, Freight Traffic, New York, Dec. 28; **Mary P. Nolan**, head relief claim clerk, Aud. Pass. Accts., Gen. Office, Dec. 20; **Lillian Claflin**, steno-clerk, Gen. Office, Dec. 19; **Fred S. Thomas**, sub-station operator, San Jose RR, Dec. 31; **Amandus O. Anderson**, foreman, SPSS, Jan. 6.

RETIRED

The Pension Department advises annuities have been approved for the following:

SALT LAKE DIVISION: **Umberto Buonanoma**, section foreman; **Norman I. Greive**, brakeman; **Wheatley L. Wiggins**, boilermaker; **Thomas H. Williams**, conductor.

SHASTA DIVISION: **Thomas L. Williamson**, roadmaster; **Filberto Aleman**, section laborer; **Manuel Garcia**, track laborer.

SAN JOAQUIN DIVISION: **Frank M. Davenport**, conductor; **Allan A. Stramler**, engineer; **David A. Woodruff**, engineer; **Frank Ferolito**, crossing watchman; **Paulo Fietta**, pipefitter.

RIO GRANDE DIVISION: **William F. Gualding**, pumper; **Juan Martinez**, clerk; **Oscar B. Stephens**, B&B carpenter; **William E. Wallace**, yardman; **David D. Warren**, section foreman; **Emmett L. Watson**, section foreman.

SACRAMENTO DIVISION: **George P. Anderson**, conductor; **Joseph M. Coleman**, towerman; **Peter Pellegrin**, carman.

LOS ANCELES DIVISION: **Columbus A. Berry**, brakeman; **Porfirio T. Acosta**, section laborer; **Royal L. Bailey**, signalman; **Harry J. Buffum**, towerman; **Thornton B. Collier**, yardman; **Arthur Palmer**, engine watchman; **Archie D. Rhodes**, fireman.

WESTERN DIVISION: **William H. DuFrane**, engineer; **Orville R. Birkhead**, conductor; **Ezekiel Clemons**, machinist; **Inez Pina**, car painter.

SACRAMENTO SHOPS: **Nicolo Guzzetta**, freight carman; **George H. Simpson**, molder helper.

EL PASO SHOPS: **Jose E. Anaya**, pipefitter; **Martin J. McCarthy**, machinist.

TUCSON DIVISION: **Clarence R. Cole**, conductor; **Michael C. Weinzapfel**, engineer; **John B. Gandy**, engineer; **William H. Godbond**, signal mntr; **Jesus Robles**, machinist helper; **Wenceslao S. Tapia**, firebuilder; **Edward H. White**, brakeman.

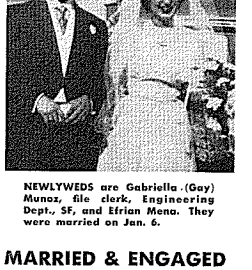
PORTLAND DIVISION: **Ralph W. Lane**, conductor; **Lewis E. Wadsworth**, conductor; **Benjamin F. Lohr**, engineer; **Charles L. Hilliker**, tower watchman; **Alvin L. Obrist**, carman; **Fred G. Sanders**, carman.

LOS ANCELES SHOPS: **Reuben Alton**, freight carman.

COAST DIVISION: **John H. Kenady**, agent; **George J. Fitschen**, engineer; **Edward Muenter**, engineer.

NORTHWESTERN PACIFIC: **Wenzel J. Basl**, brakeman; **Robert J. Cole**, foreman.

MISCELLANEOUS: **Marie C. Gregory**, head clerk, New York Offices; **Mae F. Johnston**, printer machine operator, Telegraph; **J. H. Barnett**, draftsman, Chief Engineer's Office; **James F. Collins**, steward, Dining Car, LA; **Charles L. Moffett**, barber, Dining Car, LA.



NEWLYWEDS are Gabriella (Gay) Munoz, file clerk, Engineering Dept., SF, and Efrian Meno. They were married on Jan. 6.

MARRIED & ENGAGED

Jesus E. Mack, blacksmith apprentice, El Paso Shops, to Aurora Olivas; **Harry Didley**, Gerber Roundhouse, to Elizabeth Selfridge, daughter of Roundhouse Foreman Glenn Selfridge, Dec. 16; **Tony Prisinich Jr.**, machinist, Roseville, to **Rozan Schroder**, steno-clerk, Nov. 5; **Patricia J. Cook**, steno-clerk, MofW, Sacramento, to Kermit C. Falkenstein, Dec. 3; **Leah M. Cutting**, asst. personal record clerk, Sacramento, to Michael M. Thomas (rodman in military service), Jan. 1; **Blanche "Dickie" Miller**, secretary to Div. Engr., Sacramento, to E. B. Wallner, Dec. 19; **Lawrence R. Spencer**, car clerk, Eugene, to Valetta Miller, on New Years Eve; **Helen M. Eslick**, telegrapher, to Clark Harrington, Nov. 10; **T. H. Kneebone**, Engineering Dept., Shasta Div., to Catherine McMahon, Dec. 31; **Walter D. Murray**, apprentice, Brooklyn Signal Dept., to Lorna Althea Kippenhan, Dec. 22; **Donald E. Stoddart**, motor car mechanic, Brooklyn, to Audrey Wright, Dec. 23; **Agnes Kennedy**, secty. to div. special agent, to R. D. Atkinson, Nov. 17; **M. L. Crawford**, telegrapher, Portland, to Marjorie Burnett, Dec. 9; **J. H. Logan**, genl. scale inspr., Engineering Dept., SF., to Ester M. Parker, Dec. 23; **Frieda Fallman**, Timekeeping Bur., Coast Div., to Noel Wrigley, Nov. 22; **Constance Leong**, Timekeeping Bur., Coast Div., to Henry Wong, Jan. 7; **Betty Briar** of Terminal Supt's Office, SF, to Frank Peirano, Nov. 18; **Carolyn Valim**, solicitation clerk, Oakland City Ticket Office, to Walter McDaniel, Sept. 28. Carolyn is active in the Women's Traffic Club, being chairman of the Ways & Means Committee.

Engagements: **Eleanor Berkner**, of Aud. Misc. Accts., to Dave Rosen; **Muriel Sprague**, steno, MofW Dept., Portland, to **Henry J. Koberstein**, office engr; **Davida Douglas**, secty to DPA, Sacramento, and asst. *Bulletin* reporter, to Victor Groh.



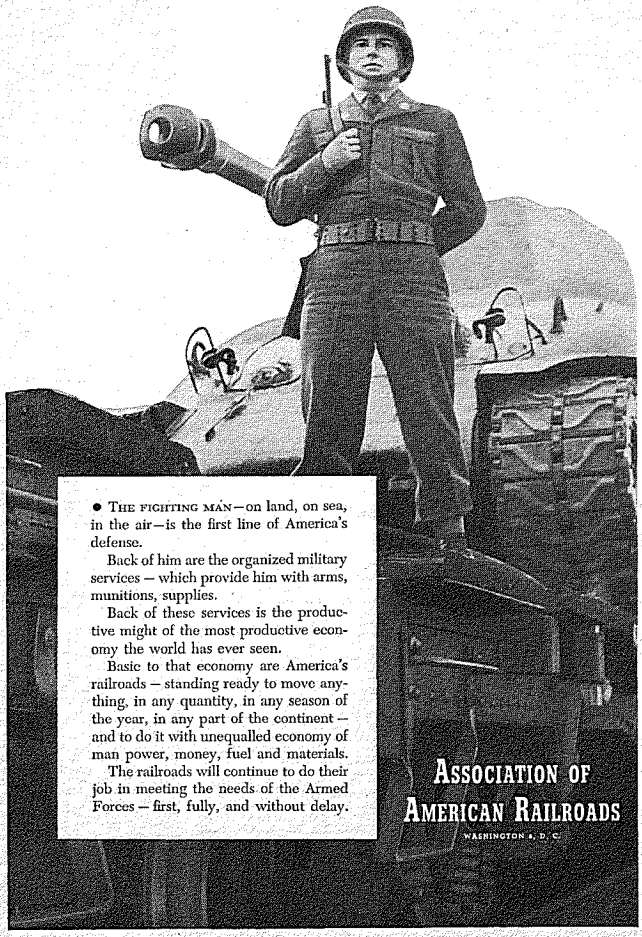
SP BRIDE AND GROOM are Patricia Cook, steno-clerk in MofW Dept., and Kermit C. Falkenstein, claims adjuster, both of Sacramento, who were wed on Dec. 3.

NEW ARRIVALS

In addition to family increases noted in the Division columns, the following are reported: It's a boy for these proud railroaders: **B. M. Hart**, brakeman, Indio, Nov. 24; **Everett W. Gavin**, clerk, Indio, Nov. 26; **Pascual Serrano**, machinist, El Paso Shops, twin boys, Nov. 20; **Rafael Escarsega**, carman apprentice, El Paso Shops, Jan. 3; **Dave Toffanelli**, machinist, Roseville, Nov. 16; **Morris Olsen**, brakeman, Roseville; **Cecil V. Bartlett**, brakeman, Roseville; **Ray Ayers**, eng. inspector, Portland, Oct. 16; **Albert Bourdon**, piper, Sacramento Shops, Dec. 31; **Wesley L. Bennett**, machinist, Ogden, Dec. 29.

"Girls, Girls, Girls" is the theme song of the following railroaders welcoming new arrivals: **Robert A. Berry Jr.**, carman apprentice, LA, making Robert Berry Sr., shop clerk, a grandfather, Nov. 10; **Lawrence Rivera**, boilermaker, El Paso Shops, Dec. 11; **D. R. Anderson**, asst. trainmaster, Truckee, Dec. 10; **Leno J. Novi**, machinist, Roseville, Nov. 25; **Harold Bauer**, Roseville, Dec. 21; **Mrs. D. A. Silva**, telephone operator, Stockton, Dec. 4; **A. A. Alley**, yard clerk, Salem, Jan. 8; **Lloyd McKenny**, draftsman, Portland, Jan. 5; **Waldo C. Milburn**, machinist, Sacto Shops, Dec. 31; **Gordon Painter**, engineer, Roseville, Dec. 17; **Roy Elwell**, section stockman, Roseville, Dec. 27; **Cal H. Cornia**, fireman, Ogden, Dec. 13; **Jack Rutherford**, genl. clerk to PTM, SF, Nov. 30. Mom is the former Gertrude Stewart of Freight Traffic Dept.

H. E. Elliott, train clerk, Brooklyn, became the father of twins, a boy and a girl, Nov. 20.



• THE FIGHTING MAN—on land, on sea, in the air—is the first line of America's defense.

Back of him are the organized military services — which provide him with arms, munitions, supplies.

Back of these services is the productive might of the most productive economy the world has ever seen.

Basic to that economy are America's railroads — standing ready to move anything, in any quantity, in any season of the year, in any part of the continent — and to do it with unequalled economy of man power, money, fuel and materials.

The railroads will continue to do their job in meeting the needs of the Armed Forces — first, fully, and without delay.

ASSOCIATION OF AMERICAN RAILROADS

WASHINGTON 6, D. C.